

MEMORANDUM

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Director

DEPARTMENT OF AVIATION

TO: DISTRIBUTION Digitally signed by George C. Sims

FROM: GEORGE C. SIMS, PLANNER AND ANTHONY PERKINS, MANAGEMENT ANALYST

SUBJECT: APRIL THROUGH JUNE 2021 COMPLAINT AND LAND USE REVIEW REPORTS

DATE: JULY 30, 2021

Attached for your review are the Clark County Department of Aviation's (CCDOA) Monthly Noise Complaint and Land Use Review Reports for April through June 2021. Please note the following airport abbreviations: **McCarran International Airport (LAS)**, **North Las Vegas Airport (VGT)**, and **Henderson Executive Airport (HND)**.

The following reports describe noise complaints and operational data regarding helicopter and fixed-wing aircraft operations at LAS, VGT, and HND. Aircraft noise complaints are received either through the CCDOA's Noise Hotline (702-261-3694), the Noise Office (702-261-5600), or calls forwarded from LAS's toll free number (1-800-261-5704). Nellis Air Force Base noise complaints are forwarded to the Nellis Public Affairs Office (702-652-2750), and noise complaints regarding aircraft operations from the Boulder City Airport are forwarded to the Boulder City Airport Coordinator (702-293-9405). Individuals who express concerns regarding aircraft operations originating from private facilities (i.e., Valley Hospital or the private helipad located near Las Vegas Blvd. and Larson Lane are asked to contact the individual property owner directly.

Exhibit 1 of each Monthly Noise Complaint Report illustrates the number of calls received by community as well as the number of individual callers or households. **Exhibit 2** illustrates the primary nature of the disturbance as identified by the caller. The second page of each monthly report (**Exhibit 3**) graphically illustrates all known origins of the calls received that month. **Exhibits 4 and 5** summarize arrival and departure runway use for large and non-large air carrier aircraft. Arrival and departure corridor use for helicopters are summarized in **Exhibit 6**. **Exhibit 7** provides a complete arrival fleet mix of all aircraft landing at LAS and highlights the two noisier aircraft types, the Boeing 727 series and Boeing 737-100 and 737-200 series. **Exhibit 8** illustrates the general departure direction for large aircraft.

Exhibit 9 summarizes how well large aircraft and helicopters adhered to the preferred, non-regulated departure corridors. Adherence to preferred departure corridors is voluntary, and neither Clark County nor the State of Nevada regulates aircraft in flight. The FAA, through the discretion of Congress, has sole authority over the safe and efficient utilization of the nation's navigable airspace. Therefore, local and state authorities cannot legally enforce the use of these corridors, or impose penalties to pilots who opt not to comply with preferred procedures. "Compliance gates" are located along historical/fly-quietly routes. If all aircraft flew with advanced navigational technologies and operated under Required Navigational Precision (RNP) procedures, then it could be expected that up to 95% of all aircraft would be within 0.3 nautical miles (NM) of a fly-over point. Therefore, 0.3 NM is the threshold for compliance for large air carrier aircraft. The compliance threshold for helicopters is 500 feet.

Exhibit 10 provides the total number of land use applications reviewed and the percentage of applications receiving a CCDOA comment. **Exhibit 11** breaks down the number of commented applications by airport concern. **Exhibit 12** provides the number of residential dwelling units per commented application. **Exhibit 13** gives the number of applications in which CCDOA recommends denial, as well as applications opposed in person at Commission and/or Council hearings. **Exhibit 14** displays the extent of the Airport Environs Overlay District (AEOD) for LAS, VGT, and HND. **Exhibit 15** depicts where noise-related comments were issued for applications

around LAS. **Exhibit 16** depicts where noise-related comments were issued for applications around HND. Finally, **Exhibit 17** depicts where noise-related comments were issued for applications around VGT.

The following provides a synopsis of each monthly noise complaint report, land use reviews, and additional noise-related issues addressed during the reporting period. Please refer to each noise complaint report for more detailed information.

Monthly Noise Complaint Summaries

April 2021: 126 total complaints - a 223% increase from 2020 and a 27% increase from 2019. On average, each caller (or household) issued 3.9 calls. The most calls received from one household totaled 28.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): The **Enterprise** communities issued 109 calls (86%). This community is typically impacted by aircraft departing to the south (from Runway 19L and Runway 19R).

Minority (between 10% and 50%): (not applicable).

Repeat Caller Impact: One household issued 22% of the total calls.

Calls by Operation - (Exhibit 2)

LAS: 99% of the total calls were due to **LAS** fixed-wing operations.

- 85% were due to departures to the south from Runways 19L and 19R (56% from two households).

VGT: 0% of the total calls were due to **VGT** fixed-wing operations.

HND: 0% of the total calls were due to **HND** fixed-wing operations.

Helos: 1% of the total calls were due to **helicopter** operations.

LAS Operations & Runway Use by Large Air Carriers - (Exhibit 4)

Overall: 343 daily departures – a 159% increase from 2020 and 33% decrease from 2019.

- 56% of departures were to the west, 28% north, 9% south, and 8% east.
- 340 daily arrivals – a 157% increase from 2020 and 33% decrease from 2019.
 - 78% of arrivals were from the east, 17% south, and 5% north.

Daytime: 279 daily departures – a 147% increase from 2020 and 33% decrease from 2019.

- 53% of departures were to the west, 28% north, 11% south, and 9% east.
- 296 daily arrivals – a 149% increase from 2020 and a 32% decrease from 2019.
 - 77% of arrivals were from the east, 18% south, and 5% north.

Nighttime: 64 daily departures – a 228% increase from 2020 and 36% decrease from 2019.

- 69% of departures were to the west, 28% north, 2% south, and 2% east.
- 44 daily arrivals – a 230% increase from 2020 and a 40% decrease from 2019.
 - 87% of arrivals were from the east, 9% south, and 4% north.

Daytime vs. Nighttime: Approximately 81% of all departures and 87% of all arrivals occurred during the daytime hours.

LAS Operations & Runway Use by **Non-Large Air Carriers** - (Exhibit 5)

Overall: 105 daily *departures* – a 398% increase from 2020 and 2% increase from 2019.

- 52% of *departures* were to the south, 28% north, 11% west, and 9% east.
- 104 daily *arrivals* – a 445% increase from 2020 and 2% increase from 2019.
 - 50% of *arrivals* were from the north, 28% south, 22% east, and 1% west.

Daytime: 96 daily *departures* – a 459% increase from 2020 and 3% increase from 2019.

- 52% of *departures* were to the south, 28% north, 11% west, and 9% east.
- 98 daily *arrivals* – a 461% increase from 2020 and 5% increase from 2019.
 - 49% of *arrivals* were from the north, 28% south, 22% east, and 1% west.

Nighttime: 9 daily *departures* – a 128% increase from 2020 and 8 decrease from 2019.

- 55% of *departures* were to the south, 33% north, 9% west, and 3% east.
- 6 daily *arrivals* – a 269% increase from 2020 and 27% decrease from 2019.
 - 56% of *arrivals* were from the north, 22% east, 21% south, and 1% west.

Daytime vs. Nighttime: Approximately 91% of all *departures* and 94% of all *arrivals* occurred during the daytime hours.

Operations by Corridor for **Helicopter Tours** - (Exhibit 6)

Tropicana: 36 daily *departures* - not available from 2020 and 54% decrease from 2019.

Charleston: 33 daily *arrivals* - not available from 2020 and a 55% decrease from 2019.

Strip: 107 daily *touch and go's* - not available from 2020 and a 42% increase from 2019.

Daytime vs. Nighttime: 75% of all helicopter tour operations occurred during the daytime hours.

LAS Fleet Mix for All Aircraft Types - (Exhibit 7)

Heavies: **Very large** air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more) accounted for 1% of the daily traffic.

Large: **Large** air carrier turbine-driven aircraft (those weighing more than 75,000 lbs. and less than 300,000 lbs.) accounted for 57% of the daily traffic.

Medium: **Medium** turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 3% of the daily traffic.

Small: **Small** turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 9% of the daily traffic.

Military: **Military** turbine-driven aircraft accounted for 0% of the daily traffic.

Non-Jet: **Piston-driven** aircraft and unassigned aircraft types accounted for 5% of the daily traffic.

Helos: **Touring helicopters** accounted for 24% of the daily traffic.

Noisier Aircraft Types: The hush-kitted Boeing 727 aircraft and Boeing 737 (100 & 200 series) aircraft accounted for 0% of the daily traffic.

LAS General Departure Direction for Large Aircraft - (Exhibit 8)

Primary: In 2021, 56% departed to the **west** (from LAS's primary departure runways). This figure was 80% in 2020 and 60% in 2019.

Secondary: In 2021, 9% departed to the **south** (from LAS's secondary departure runways). This figure was 5% in 2020 and 6% in 2019.

Alternate 1: In 2021, 28% departed to the **north** (from LAS's alternate departure runways). This figure was 13% in 2020 and 32% in 2019.

Alternate 2: In 2021, 8% departed to the **east** (from LAS's alternate departure runways). This figure was 1% in 2020 and 3% in 2019.

Gate Compliance for Large Aircraft and Helicopters - (Exhibit 9)

SVHS: In 2021, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand turn were within 0.3 NM of **Sierra Vista High School** (SVHS). This figure was 95% in 2020 and 99% in 2019.

The SVHS "compliance gate" is located southwest of Warm Springs Rd. and Buffalo Dr., approximately 5 miles due west and 1.5 miles due south of the extended runway centerline of Runways 26L and 26R. This gate was established along an existing noise abatement flight track which requests pilots to proceed runway heading to 3 nautical miles from the Las Vegas very-high frequency omnidirectional range tactical air navigation (VORTAC) facility before turning left (or towards the south) - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Nevada Trails community) and aircraft turning late along this corridor (like the Rhodes Ranch community).

Peace: In 2021, 99% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a right-hand turn were within 0.3 NM of the intersection of **Peace Way & Summers Shade Street**. This figure was 98% in 2020 and 97% in 2019.

The Peace "compliance gate" is located northeast of Tropicana Ave. and I-215, approximately 6 miles due west and 2 miles due north of the extended runway centerline of Runways 26L and 26R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 4 nautical miles from the Las Vegas VORTAC before turning right (or towards the north) - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Spanish Trail community) and aircraft turning late along this corridor (like the Summerlin South community).

Pebble: In 2021, 86% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the south from Runways 19L or 19R were within 0.3 NM of the intersection of **Pebble Road & Arville Street**. This figure was 88% in 2020 and 97% in 2019.

The Pebble “compliance gate” is located southeast of Blue Diamond Rd. and Decatur Blvd., approximately 4 miles due south by southwest of the extended runway centerline of Runways 19L and 19R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 3 nautical miles from the Las Vegas VORTAC before turning - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Warm Spring Estates community) and aircraft turning late along this corridor (like the Southern Highlands community).

UNLV:

In 2021, 95% of the large air carrier aircraft that departed to the north from Runways 01L or 01R were within 0.3 NM of the *UNLV sports complex*. This figure was 72% in 2020 and 92% in 2019.

The UNLV “compliance gate” is located southeast of Flamingo Rd. and Paradise Rd., approximately 1 mile due north by northeast of the extended runway centerline of Runways 01L and 01R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 2 nautical miles from the Las Vegas VORTAC before turning - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor, located due east and due west of UNLV.

Boulder:

In 2021, 99% of the large air carrier aircraft that departed to the north from Runways 08L or 08R were within 0.3 NM of the extended runway centerline, near *Boulder Highway*. This figure was 87% in 2020 and 98% in 2019.

The Boulder Hwy. “compliance gate” is located southeast of Russell Rd. and I-93/95, approximately 7 miles due east of the extended runway centerline of Runways 08L and 08R. This gate was also established along an existing noise abatement flight track which requests pilots to proceed runway heading to 7 nautical miles from the Las Vegas VORTAC before turning - where large air carrier aircraft have historically been encouraged to operate. This noise abatement flight track avoids communities impacted by aircraft turning early along this corridor (like the Green Valley community, located in the City of Henderson, and older neighborhoods located north of Patrick Ln.).

Eastern:

In 2021, 98% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of *Tropicana Avenue & Eastern Avenue*. There were no touring helicopter operations in April 2020. This figure was 99% in 2019.

The Eastern Ave. “compliance gate” is located at Tropicana Ave. and Eastern Ave, approximately 2 miles due west of the their initial departure route. This gate was also established along an existing noise abatement flight track which requests helicopter pilots to proceed along the centerline of Tropicana Ave. until 10 nautical miles from the Las Vegas VORTAC before turning. This noise abatement flight track avoids communities impacted by helicopters located north and south of the corridor.

Hollywood:

In 2021, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of *Charleston Boulevard & Hollywood Boulevard*. There were no touring helicopter operations in April 2020. This figure was 99% in 2019.

The Hollywood Blvd. “compliance gate” is located at Charleston Blvd. and Los Feliz St., where their initial arrival route begins over the urbanized area of the Las Vegas Valley. This gate was also established along an existing noise abatement flight track which requests helicopter pilots to proceed along the centerline of Charleston Blvd. This noise abatement flight track avoids communities impacted by helicopters located north and south of the corridor.

Stratosphere: In 2021, 99% of the north-bound helicopters providing tours of the Las Vegas Strip were within 500 feet of the intersection of Oakey Boulevard & Las Vegas Boulevard, ***northeast of the Stratosphere Tower***. There were no touring helicopter operations in April 2020. This figure was 99% in 2019.

The Stratosphere Tower “compliance gate” is located northeast of Sahara Avenue and Las Vegas Blvd., where an important turn in their fly-quietly routing structure begins near a historic portion of the urbanized area of the Las Vegas Valley.

Land Use Application Reviews & Comments – (Exhibit 10)

Clark County: 102 applications were reviewed (a 108% increase from 2020), with 3 applications (3%) issued at least one comment.

Henderson: 30 applications were reviewed (a 32% decrease from 2020), with 1 applications (3%) issued at least one comment.

Las Vegas: 41 applications were reviewed (a 21% decrease from 2020), with 1 application (2%) issued at least one comment.

North Las Vegas: 24 applications were reviewed (a 60% increase from 2020), with 0 applications (0%) issued at least one comment.

Land Use Application Comments by Airport Concern – (Exhibit 11)

Clark County: 5 comments were issued, with 3 comments issued for “noise” concerns.

Henderson: 2 comments were issued, with 1 comment issued for “noise” concerns.

Las Vegas: 2 comments were issued, with 1 comment issued for “noise” concerns.

North Las Vegas: 0 comments were issued.

Dwelling Units per “Noise,” Commented Application – (Exhibit 12)

Clark County: 4 dwelling units were proposed in the commented applications, within the AEOD. 3 dwelling units were proposed in the commented applications, just outside the AEOD.

Henderson: 105 dwelling units were proposed in the commented applications, just outside the AEOD.

Las Vegas: 4 dwelling units were proposed in the commented application, just outside the AEOD.

North Las Vegas: 0 comments were issued.

Land Use Applications Denied and/or Opposed – (Exhibit 13)

None.

The information denoted in this monthly summary represents **typical** residential complaints, (with the exception of the number of complaints associated with departures to the south that turn west), flight activity, fleet mix, and gate compliance.

May 2021: 106 total complaints - a 342% increase from 2020 and a 3% decrease from 2019. On average, each caller (or household) issued 6.6 calls. The most calls received from one household totaled 34.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): The **Enterprise** communities issued 93 calls (88%). (See April 2021 synopsis of typical aircraft overflight impacts on this community.)

Minority (between 10% and 50%): (not applicable).

Repeat Caller Impact: One household issued 32% of the total calls.

Calls by Operation - (Exhibit 2)

LAS: 94% of the total calls were due to **LAS** fixed-wing operations.

- 85% were due to departures to the south from Runways 19L and 19R (67% from two households).

VGT: 0% of the total calls received were due to **VGT** fixed-wing operations.

HND: 5% of the total calls received were due to **HND** fixed-wing operations (100% from one household).

Helis: 1% of the total calls received were due to **helicopter** operations.

LAS Operations & Runway Use by Large Air Carriers - (Exhibit 4)

Overall: 395 daily *departures* – a 191% increase from 2020 and 25% decrease from 2019.

- 58% of *departures* were to the west, 26% north, 8% south, and 7% east.
- 383 daily *arrivals* – a 178% increase from 2020 and 26% decrease from 2019.
- 80% of *arrivals* were from the east, 10% south, 8% north, and 2% west.

Daytime: 320 daily *departures* – a 150% increase from 2020 and 23% decrease from 2019.

- 55% of *departures* were to the west, 27% north, 9% east, and 9% south.
- 329 daily *arrivals* – a 150% increase from 2020 and a 25% decrease from 2019.
- 78% of *arrivals* were from the east, 11% south, 8% north, and 3% west.

Nighttime: 74 daily *departures* – an 875% increase from 2020 and 31% decrease from 2019.

- 74% of *departures* were to the west, 24% north, and 2% south.
- 54 daily *arrivals* – an 807% increase from 2020 and a 30% decrease from 2019.
- 92% of *arrivals* were from the east, 5% south, and 3% north.

Daytime vs. Nighttime: Approximately 81% of all *departures* and 86% of all *arrivals* occurred during the daytime hours.

LAS Operations & Runway Use by **Non-Large Air Carriers** - (Exhibit 5)

Overall: 123 daily *departures* – a 237% increase from 2020 and 5% increase from 2019.
▪ 55% of *departures* were to the south, 25% north, 11% west, and 9% east.
124 daily *arrivals* – a 281% increase from 2020 and 8% increase from 2019.
▪ 53% of *arrivals* were from the north, 22% east, 19% south, and 6% west.

Daytime: 114 daily *departures* – a 275% increase from 2020 and 7% increase from 2019.
▪ 54% of *departures* were to the south, 25% north, 11% west, and 10% east.
119 daily *arrivals* – a 300% increase from 2020 and 11% increase from 2019.
▪ 53% of *arrivals* were from the north, 22% east, 19% south, and 6% west.

Nighttime: 9 daily *departures* – a 49% increase from 2020 and 12% decrease from 2019.
▪ 62% of *departures* were to the south, 25% north, 12% west, and 1% east.
5 daily *arrivals* – an 83% increase from 2020 and 35% decrease from 2019.
▪ 65% of *arrivals* were from the north, 18% east, and 17% south.

Daytime vs. Nighttime: Approximately 93% of all *departures* and 96% of all *arrivals* occurred during the daytime hours.

Operations by Corridor for **Helicopter Tours** - (Exhibit 6)

Tropicana: 36 daily *departures* – not available from 2020 and a 56% decrease from 2019.

Charleston: 36 daily *arrivals* - not available from 2020 and a 55% decrease from 2019.

Strip: 107 daily *touch and go's* – not available from 2020 and a 2% increase from 2019.

Daytime vs. Nighttime: Approximately 71% of all helicopter tour operations occurred during the daytime hours.

LAS Fleet Mix for All Aircraft Types - (Exhibit 7)

Heavies: **Very large** air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more) accounted for 2% of the daily traffic.

Large: **Large** air carrier turbine-driven aircraft (those weighing more than 75,000 lbs. and less than 300,000 lbs.) accounted for 57% of the daily traffic.

Medium: **Medium** turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 4% of the daily traffic.

Small: **Small** turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 9% of the daily traffic.

Military: **Military** turbine-driven aircraft accounted for less than 0% of the daily traffic.

Non-Jet: **Piston-driven** aircraft and unassigned aircraft types accounted for 6% of the daily traffic.

Helos: *Touring helicopters* accounted for 22% of the daily traffic.

Noisier Aircraft Types: The hush-kitted Boeing 727 aircraft and Boeing 737 (100 & 200 series) aircraft accounted for less than one operation per day.

LAS General Departure Direction for Large Aircraft - (Exhibit 8)

Primary: In 2021, 58% departed to the *west* (from LAS's primary departure runways). This figure was 67% in 2020 and 64% in 2019.

Secondary: In 2021, 8% departed to the *south* (from LAS's secondary departure runways). This figure was 11% in 2020 and 6% in 2019.

Alternate 1: In 2021, 26% departed to the *north* (from LAS's alternate departure runways). This figure was 22% in 2020 and 26% in 2019.

Alternate 2: In 2021, 7% departed to the *east* (from LAS's alternate departure runways). This figure was <1% in 2020 and 4% in 2019.

Gate Compliance for Large Aircraft and Helicopters - (Exhibit 9)

SVHS: In 2021, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand turn were within 0.3 NM of *Sierra Vista High School* (SVHS). This figure was 96% in 2020 and 98% in 2019. (See April 2021 synopsis for specific location of the SVHS gate.)

Peace: In 2021, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a right-hand turn were within 0.3 NM of the intersection of *Peace Way & Summers Shade Street*. This figure was 98% in 2020 and 97% in 2019. (See April 2021 synopsis for specific location of the Peace gate.)

Pebble: In 2021, 85% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the south from Runways 19L or 19R were within 0.3 NM of the intersection of *Pebble Road & Arville Street*. This figure was 91% in 2020 and 99% in 2019. (See April 2021 synopsis for specific location of the Pebble gate.)

UNLV: In 2021, 97% of the large air carrier aircraft that departed to the north from Runways 01L or 01R were within 0.3 NM of the *UNLV sports complex*. This figure was 84% in 2020 and 84% in 2019. (See April 2021 synopsis for specific location of the UNLV gate.)

Boulder: In 2021, 99% of the large air carrier aircraft that departed to the north from Runways 08L or 08R were within 0.3 NM of the extended runway centerline, near *Boulder Highway*. This figure was 94% in 2020 and 98% in 2019. (See April 2021 synopsis for specific location of the Boulder Hwy. gate.)

Eastern: In 2021, 99% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of *Tropicana Avenue & Eastern Avenue*. This figure was 100% in 2020 and 99% in 2019. (See April 2021 synopsis for specific location of the Eastern gate.)

Hollywood: In 2021, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of *Charleston Boulevard & Hollywood Boulevard*. This figure was 100% in 2020 and 99% in 2019. (See April 2021 synopsis for specific location of the Hollywood gate.)

Stratosphere: In 2021, 100% of the north-bound helicopters providing tours of the Las Vegas Strip were within 500 feet of the intersection of Oakey Boulevard & Las Vegas Boulevard, *northeast of the Stratosphere Tower*. This figure was 67% in 2020 and 99% in 2019. (See April 2021 synopsis for specific location of the Stratosphere gate.)

Land Use Application Reviews & Comments – (Exhibit 10)

Clark County: 147 applications were reviewed (a 227% increase from 2020), with 16 applications (11%) issued at least one comment.

Henderson: 25 54 applications were reviewed (a 116% increase from 2020), with 7 applications (13%) issued at least one comment.

Las Vegas: 31 applications were reviewed (a 54% decrease from 2020), with 0 applications (0%) issued at least one comment.

North Las Vegas: 16 applications were reviewed (a 100% increase from 2020), with 2 applications (13%) issued at least one comment.

Land Use Application Comments by Airport Concern – (Exhibit 11)

Clark County: 18 comments were issued, with 13 comments issued for “noise” concerns.

Henderson: 8 comments were issued, with 2 comments issued for “noise” concerns.

Las Vegas: 0 comments were issued.

North Las Vegas: 2 comments were issued, with both being for “noise” concerns.

Dwelling Units per “Noise,” Commented Application – (Exhibit 12)

Clark County: 1,658 dwelling units were proposed in the commented applications, just outside the AEOD.

Henderson: 572 dwelling units were proposed in the commented applications, just outside the AEOD.

Las Vegas: 0 commented applications.

North Las Vegas: Dwelling units were not specified in the “noise” commented applications.

Land Use Applications Denied and/or Opposed – (Exhibit 13)

None.

The information denoted in this monthly summary represents **typical** residential complaints. (with the exception of the number of complaints associated with departures to the south that turn west), flight activity, fleet mix, and gate compliance.

June 2021: 75 total complaints – a 226% increase from 2020 and a 7% increase from 2019. On average, each caller (or household) issued 3.9 calls. The most calls received from one household totaled 37.

Calls by Community - (Exhibits 1 and 3)

Majority (more than 50%): The **Enterprise** communities issued 64 calls (85%). (See April 2020 synopsis of typical aircraft overflight impacts on this community.)

Minority (between 10% and 50%): (not applicable).

Repeat Caller Impact: One household issued 49% of the total calls.

Calls by Operation - (Exhibit 2)

LAS: 97% of the total calls were due to **LAS** fixed-wing operations.

- 77% were due to departures to the south from Runways 19L and 19R (86% from two households).

VGT: 0% of the total calls received were due to **VGT** fixed-wing operations (92% from one household).

HND: 3% of the total calls received were due to **HND** fixed-wing operations.

Helis: 0% of the total calls received were due to **helicopter** operations.

LAS Operations & Runway Use by Large Air Carriers - (Exhibits 4)

Overall: 426 daily *departures* – a 106% increase from 2020 and 18% decrease from 2019.

- 65% of *departures* were to the west, 26% east, 5% south, and 4% north.

412 daily *arrivals* – a 98% increase from 2020 and 20% decrease from 2019.

- 70% of *arrivals* were from the east, 14% north, 9% south, and 6% west.

Daytime: 331 daily *departures* – a 73% increase from 2020 and 18% decrease from 2019.

- 58% of *departures* were to the west, 32% east, 6% south, and 4% north.

336 daily *arrivals* – a 73% increase from 2020 and 22% decrease from 2019.

- 65% of *arrivals* were from the east, 16% north, 11% south, and 8% west.

Nighttime: 94 daily *departures* – a 551% increase from 2020 and 20% decrease from 2019.

- 90% of *departures* were to the west, 4% east, 3% south, and 3% north.

76 daily *arrivals* – a 486% increase from 2020 and 14% decrease from 2019.

- 90% of *arrivals* were from the east, 5% north, and 4% south.

Daytime vs. Nighttime: Approximately 78% of all *departures* and 82% of all *arrivals* occurred during the daytime hours.

LAS Operations & Runway Use by **Non-Large Air Carriers** - (Exhibit 5)

- Overall:** 132 daily *departures* – an 85% increase from 2020 and 30% increase from 2019.
- 51 % of *departures* were to the south, 33% east, 10% west, and 6% north.
- 128 daily *arrivals* – an 88% increase from 2020 and a 29% increase from 2019.
- 58% of *arrivals* were from the north, 15% south, 13% west, and 13% east.
- Daytime:** 120 daily *departures* – a 95% increase from 2020 and 31% increase from 2019.
- 49% of *departures* were to the south, 36% east, 10% west, and 6% north.
- 121 daily *arrivals* – a 94% increase from 2020 and a 33% increase from 2019.
- 57% of *arrivals* were from the north, 16% south, 14% west, and 14% east.
- Nighttime:** 12 daily *departures* – a 22% increase from 2020 and 13% increase from 2019.
- 78% of *departures* were to the south, 11% west, 7% north, and 4% east.
- 7 daily *arrivals* – a 22% increase from 2020 and 18% decrease from 2019.
- 86% of *arrivals* were from the north, 9% east, 6% south, and 1% west.

Daytime vs. Nighttime: Approximately 91% of all *departures* and 95% of all *arrivals* occurred during the daytime hours.

Operations by Corridor for **Helicopter Tours** - (Exhibit 6)

- Tropicana:** 40 daily *departures* – a 454% increase from 2020 and a 43% decrease from 2019.
- Charleston:** 39 daily *arrivals* - a 484% increase from 2020 and a 44% decrease from 2019.
- Strip:** 115 daily *touch and go's* - a 396% increase from 2020 and a 34% increase from 2019.
- Daytime vs. Nighttime:** Approximately 67% of all helicopter tour operations occurred during the daytime hours.

LAS Fleet Mix for All Aircraft Types - (Exhibit 7)

- Heavies:** **Very large** air carrier turbine-driven aircraft (those weighing 300,000 lbs. or more) accounted for 2% of the daily traffic.
- Large:** **Large** air carrier turbine-driven aircraft (those weighing more than 75,000 lbs. and less than 300,000 lbs.) accounted for 57% of the daily traffic.
- Medium:** **Medium** turbine-driven aircraft (those weighing more than 41,000 lbs. and less than 75,000 lbs.) accounted for 4% of the daily traffic.
- Small:** **Small** turbine-driven aircraft (those weighing 41,000 lbs. or less) accounted for 10% of the daily traffic.
- Military:** **Military** turbine-driven aircraft accounted for 0% of the daily traffic.
- Non-Jet:** **Piston-driven** aircraft and unassigned aircraft types accounted for 4% of the daily traffic.
- Helos:** **Touring helicopters** accounted for 22% of the daily traffic.

Noisier Aircraft Types: The hush-kitted Boeing 727 aircraft and Boeing 737 (100 & 200 series) aircraft accounted for zero operations per day.

LAS General Departure Direction for Large Aircraft - (Exhibit 8)

Primary: In 2021, 65% departed to the **west** (from LAS's primary departure runways). This figure was 69% in 2020 and 60% in 2019.

Secondary: In 2021, 5% departed to the **south** (from LAS's secondary departure runways). This figure was 17% in 2020 and 5% in 2019.

Alternate 1: In 2021, 4% departed to the **north** (from LAS's alternate departure runways). This figure was 9% in 2020 and 18% in 2019.

Alternate 2: In 2021, 26% departed to the **east** (from LAS's alternate departure runways). This figure was 5% in 2020 and 18% in 2019.

Gate Compliance for Large Aircraft and Helicopters - (Exhibit 9)

SVHS: In 2021, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a left-hand turn were within 0.3 NM of **Sierra Vista High School** (SVHS). This figure was 98% in 2020 and 98% in 2019. (See April 2021 synopsis for specific location of the SVHS gate.)

Peace: In 2021, 98% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the west from Runways 26L or 26R and made a right-hand turn were within 0.3 NM of the intersection of **Peace Way & Summers Shade Street**. This figure was 98% in 2020 and 98% in 2019. (See April 2021 synopsis for specific location of the Peace gate.)

Pebble: In 2021, 93% of the large air carrier aircraft (excluding those destined to the Nevada National Security Site) that departed to the south from Runways 19L or 19R were within 0.3 NM of the intersection of **Pebble Road & Arville Street**. This figure was 95% in 2020 and 99% in 2019. (See April 2021 synopsis for specific location of the Pebble gate.)

UNLV: In 2021, 96% of the large air carrier aircraft that departed to the north from Runways 01L or 01R were within 0.3 NM of the **UNLV sports complex**. This figure was 93% in 2020 and 95% in 2019. (See April 2021 synopsis for specific location of the UNLV gate.)

Boulder: In 2021, 99% of the large air carrier aircraft that departed to the north from Runways 08L or 08R were within 0.3 NM of the extended runway centerline, near **Boulder Highway**. This figure was 99% in 2020 and 99% in 2019. (See April 2021 synopsis for specific location of the Boulder Hwy. gate.)

Eastern: In 2021, 99% of the touring helicopters destined east of the Las Vegas Valley were within 500 feet of the intersection of **Tropicana Avenue & Eastern Avenue**. This figure was 99% in 2020 and 99% in 2019. (See April 2021 synopsis for specific location of the Eastern gate.)

Hollywood: In 2021, 99% of the touring helicopters returning from areas east of the Las Vegas Valley were within 500 feet of the intersection of *Charleston Boulevard & Hollywood Boulevard*. This figure was 98% in 2020 and 99% in 2019. (See April 2021 synopsis for specific location of the Hollywood gate.)

Stratosphere: In 2021 99% of the north-bound helicopters providing tours of the Las Vegas Strip were within 500 feet of the intersection of Oakley Boulevard & Las Vegas Boulevard, *northeast of the Stratosphere Tower*. This figure was 99% in 2020 and 99% in 2019. (See April 2021 synopsis for specific location of the Stratosphere gate.)

Land Use Application Reviews & Comments – (Exhibit 10)

Clark County: 105 applications were reviewed (a 35% increase from 2020), with 3 applications (3%) issued at least one comment.

Henderson: 77 applications were reviewed (a 103% increase from 2020), with 7 applications (9%) issued at least one comment.

Las Vegas: 47 applications were reviewed (a 6% decrease from 2020), with 2 applications (4%) issued at least one comment.

North Las Vegas: 12 applications were reviewed (a 50% increase from 2020), with 0 applications issued at least one comment.

Land Use Application Comments by Airport Concern – (Exhibit 11)

Clark County: 3 comments were issued, with 2 comments issued for “noise” concerns.

Henderson: 9 comments were issued, with 5 comments issued for “noise” concerns.

Las Vegas: 2 comments were issued, with 0 comments issued for “noise” concerns.

North Las Vegas: 0 comments were issued.

Dwelling Units per “Noise,” Commented Application – (Exhibit 12)

Clark County: 598 dwelling units were proposed in the commented applications, just outside the AEOD.

Henderson: 166 dwelling units were proposed in the commented applications, within the AEOD. 481 dwelling units were proposed in the commented applications, just outside the AEOD.

Las Vegas: 0 comments were issued for “noise” concerns.

North Las Vegas: 0 comments were issued.

Land Use Applications Denied and/or Opposed – (Exhibit 13)

None.

The information denoted in this monthly summary represents **typical** residential complaints. (with the exception of the number of complaints associated with departures to the south that turn west), flight activity, fleet mix, and gate compliance.

Other Notable Issues

Meeting with Commissioner Naft: On June 28, 2021, County Commissioner Michael Naft, and several staff from CCDOA met with several residents from the Western Trails community to discuss aircraft overflights impacting the community as a result of a new departure procedure implemented as part of the FAA's Metroplex project. CCDOA staff relayed detailed clarification regarding the FAA's intent and purpose of the procedure, in response to questions and comments previously posed by the residents. Commissioner Naft answered several questions regarding potential actions and options to mitigate excessive aircraft overflights. The Commissioner and CCDOA staff assured the residents that use of the procedure will be closely monitored to ensure the FAA's communicated intent of this departure procedure is maintained.

Eastbound Departure Increase: With temperatures averaging and exceeding 100 degrees on a consistent basis, the FAA has increased use of Runway 08L for departures. Extreme temperatures and low humidity impact performance of larger aircraft, requiring additional runway distance for a safe departure. With an elevation difference of 142 feet between the opposite ends of LAS Runway 26R/08L, aircraft departing Runway 08L are placed on a downhill roll enabling a more efficient and safe departure roll.

Safety and Security Threats: Any threats to DOA staff or an aircraft in flight are taken seriously, and such threats will be forwarded to the appropriate law enforcement agencies.

GCS:jj

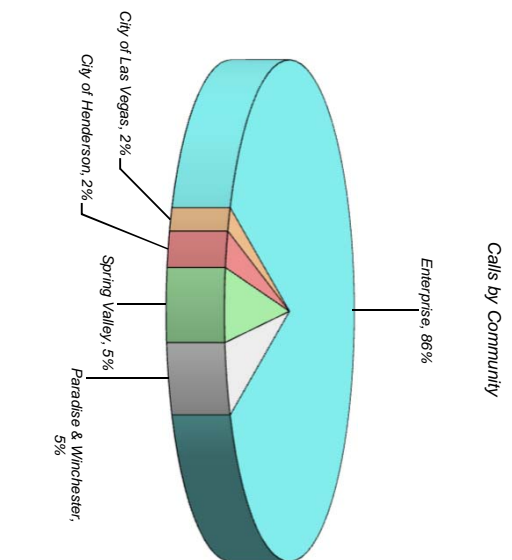
Attachments

Distribution:

Commissioner Kirkpatrick, Chair	Sean Roebuck
Commissioner Gibson, Vice-Chair	Bruce Daugherty
Commissioner Naft	Chris Jones
Commissioner Miller	Christine Crews
Commissioner McCurdy II	Tina Frias
Commissioner Segerblom	Jeff Jacquart
Commissioner Jones	Roben Armstrong
Yolanda King	Scott Kichline
Rosemary Vassiliadis	Anthony Perkins
James Christley	Susan Gersh
Joseph Piurkowski	Stephanie Garcia-Vause (COH)
Ralph Lepore	Andrew Powell (COH)
Jennifer Lopez	William Ruggiero (FAA TRACON)
Sandra Cikity	James Borget (FAA ATCT/TRACON)
Judy Villalta	Thomas Miller (Nelis AFB)
Ben Czyzewski	James Erbeck (CLV)
Karina Tarnowska	Paul Alukonis (FAA FSDO)
Donna Bergstrom	Sydney Lowe (University Libraries)
Curtis Hedgepeth	Lisa Butterfield (Reno-Tahoe Airport)
Blanca Vazquez	Andrea Christensen (Denver Airport)
Charlie Halterman (HND Tower)	Jennifer Lewis (Scottsdale Airport)
Richard Falcon (FAA FSDO)	Frank Iacovino (Mass Port Authority)
Bristol Ellington (COH)	Robert Butler (Papillon Helicopters)
Elizabeth Fretwell (CLV)	Christine Gerencer (American Airlines)
Mayor Carolyn Goodman (CLV)	Bert Ganoung (SFO)
Mayor Pro Tem Lois Tarkanian (CLV)	San Diego Airport Noise Management
Councilman S. Anthony (CLV)	Jeannie Denham (Citizen)
Councilman Bob Coffin (CLV)	Judge Bob Johnston (Citizen)
Councilman Steven S. Seroka (CLV)	Roy Fuhrmann (Metro Airports Commission)
Councilwoman Michele Fiore (CLV)	Tom Schaus (Sundance Helicopters)
Councilman Cedric Crear (CLV)	Brooke Satern (Port of Portland)
Brok Armantrout (CBC)	Gary Brodt (Citizen)
David Parks (Nevada State Assembly)	James P. Callahan (Nelis AFB)
J. Gordon Arkin (Foley & Lardner)	Stan Shepherd (SEATAC)
John Williams (Ricondo)	Eric Sheng (Long Beach Airport)
Douglas Pomeroy (FAA ADO)	Jason Schwartz (Portland Airport)
La Nea M. Conner (Boeing)	Todd Lobato (Nelis AFB)
Mike Jeck (Metro Wash. Air Auth.)	Steven Peacock (Dallas City Hall)
Karen Everitt (Dallas City Hall)	William Oliveri (Citizen)
Samuel Carter (Harris)	

Exhibit 1 : Noise Complaint Calls by Community* - April 2021

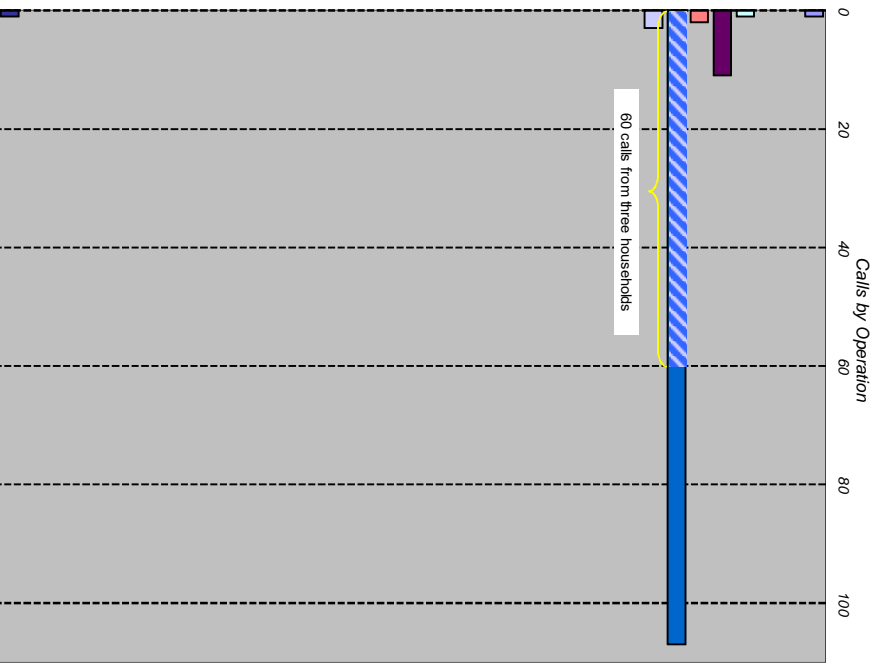
Community	No. of Calls in 2021	No. of Callers in 2021	No. of Calls in 2020	No. of Calls in 2019
City of Boulder City	3	3		9
City of Henderson	2	2	1	4
City of Las Vegas				
City of North Las Vegas				
Enterprise	109	18	2	11
Lone Mountain				
Paradise & Winchester	6	5		13
Spring Valley	6	4	36	62
Summerlin South				
Sunrise Manor				
Whitney				
Location unknown				
Overall Total	126	32	39	99



* See map on reverse side for community boundaries and location of known noise complaints.

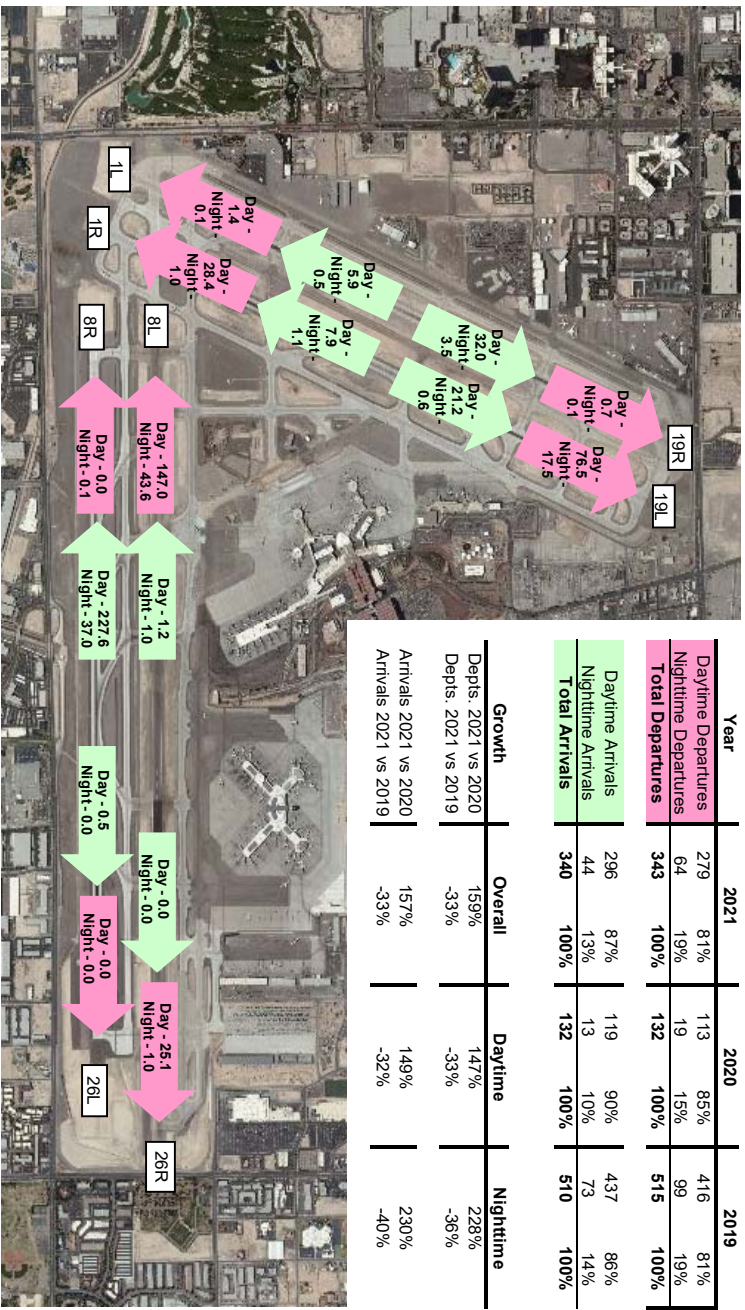
Exhibit 2: Noise Complaint Calls by Type of Operation - April 2021

Operation	No. of Calls in 2021	Percent of Overall Total	No. of Calls in 2020	No. of Calls in 2019
LAS 01R/L Arrivals	1	0.8%		5
LAS 08R/L Arrivals				
LAS 19R/L Arrivals				
LAS 26R/L Arrivals	1	0.8%		2
LAS 01R/L Departures	11	8.7%	18	43
LAS 08R/L Departures	2	1.6%		
LAS 19R/L Departures	107	84.9%	2	4
LAS 26R/L Departures	3	2.4%	18	37
LAS Run-ups				
LAS GA				
LAS Other				
LAS Total	125	99.2%	38	91
VGT 07 Arrivals				
VGT 12R/L Arrivals				
VGT 25 Arrivals				
VGT 30R/L Arrivals				
VGT 07 Departures				
VGT 12R/L Departures				
VGT 25 Departures				
VGT 30R/L Departures				
VGT Run-ups				
VGT GA			1	
VGT Other				
VGT Total	0	0.0%	1	0
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA				2
HND Other				
HND Total	0	0.0%	0	2
Helicopters**	1	0.8%		6
Overall Total	126	100%	39	99



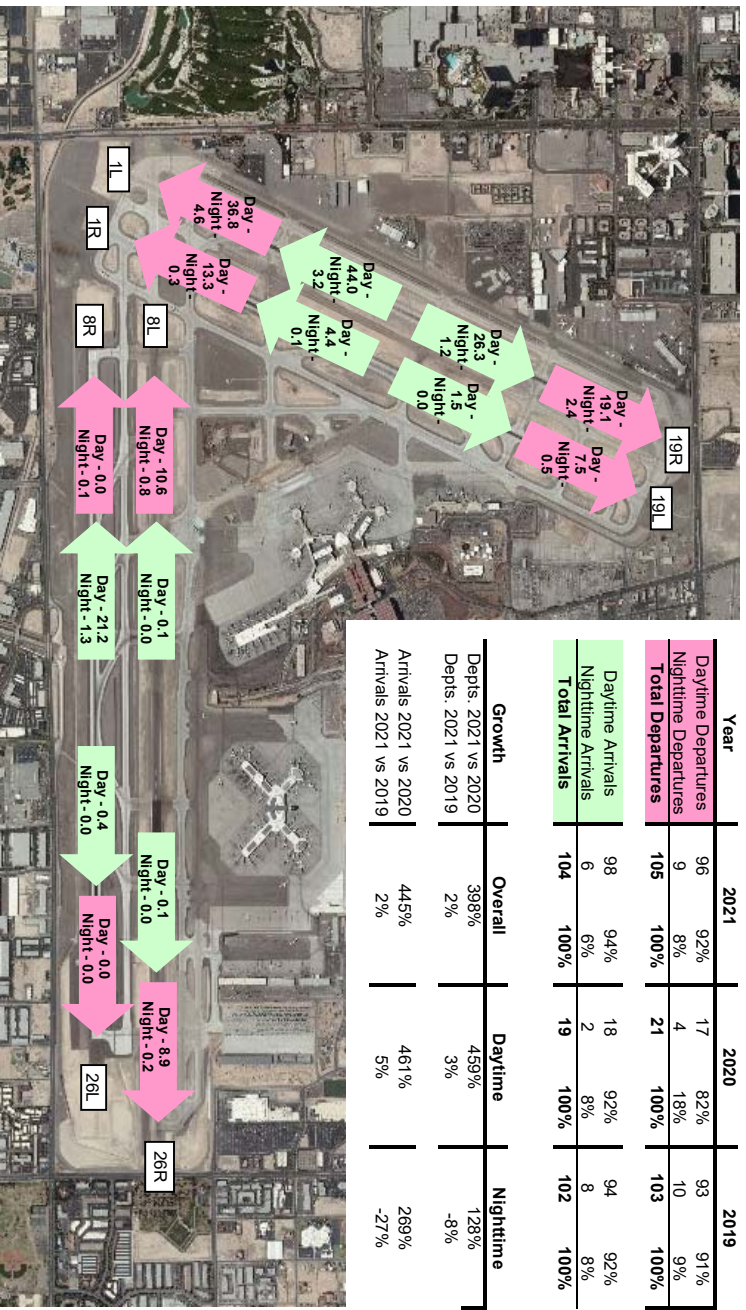
** Note that helicopter noise complaints are not tied to a specific facility since the operation cannot always be associated to a specific airport. Additionally, helicopter calls do not include those associated with operations conducted by the Metropolitan Police Department or those associated with operations conducted at non-DOA facilities.

Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft* - April 2021



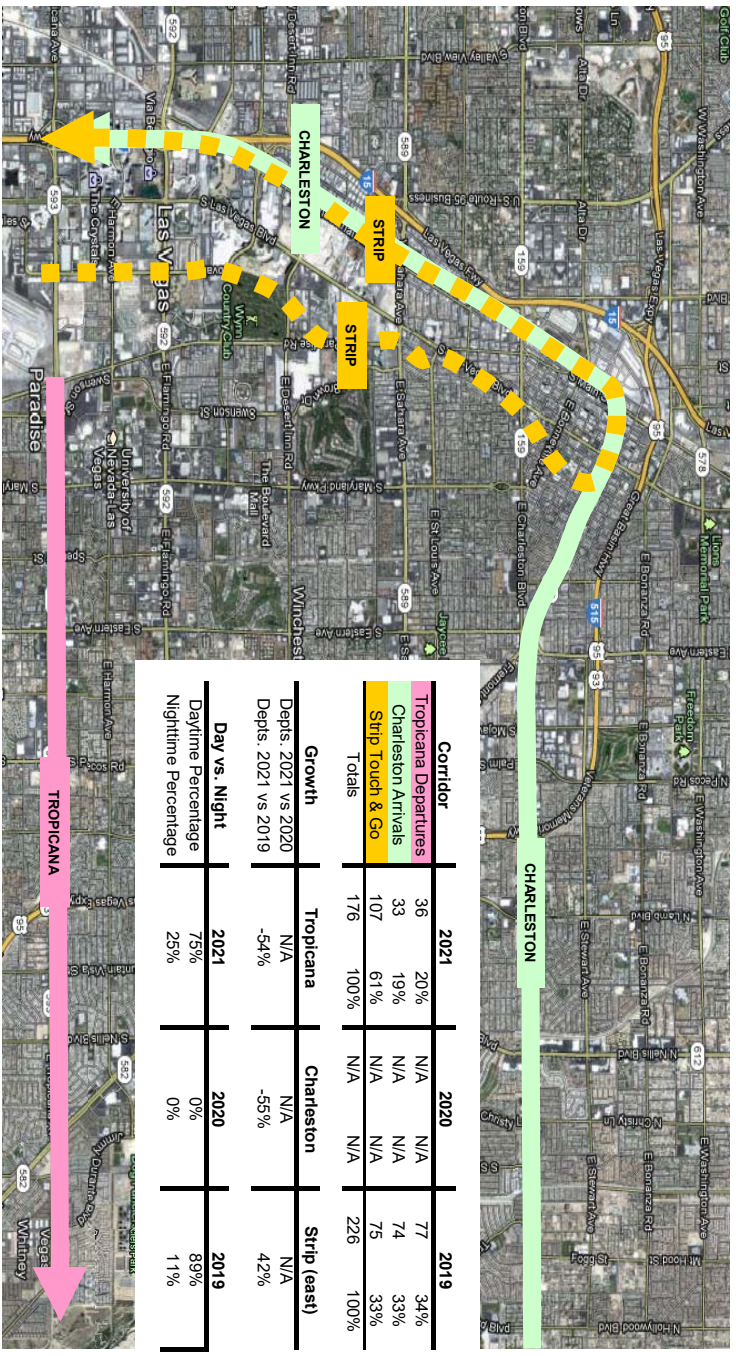
* Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A340, B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HAAT, L1011, MD80, MD90, MD10, MD11, VC10.

Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft - April 2021**



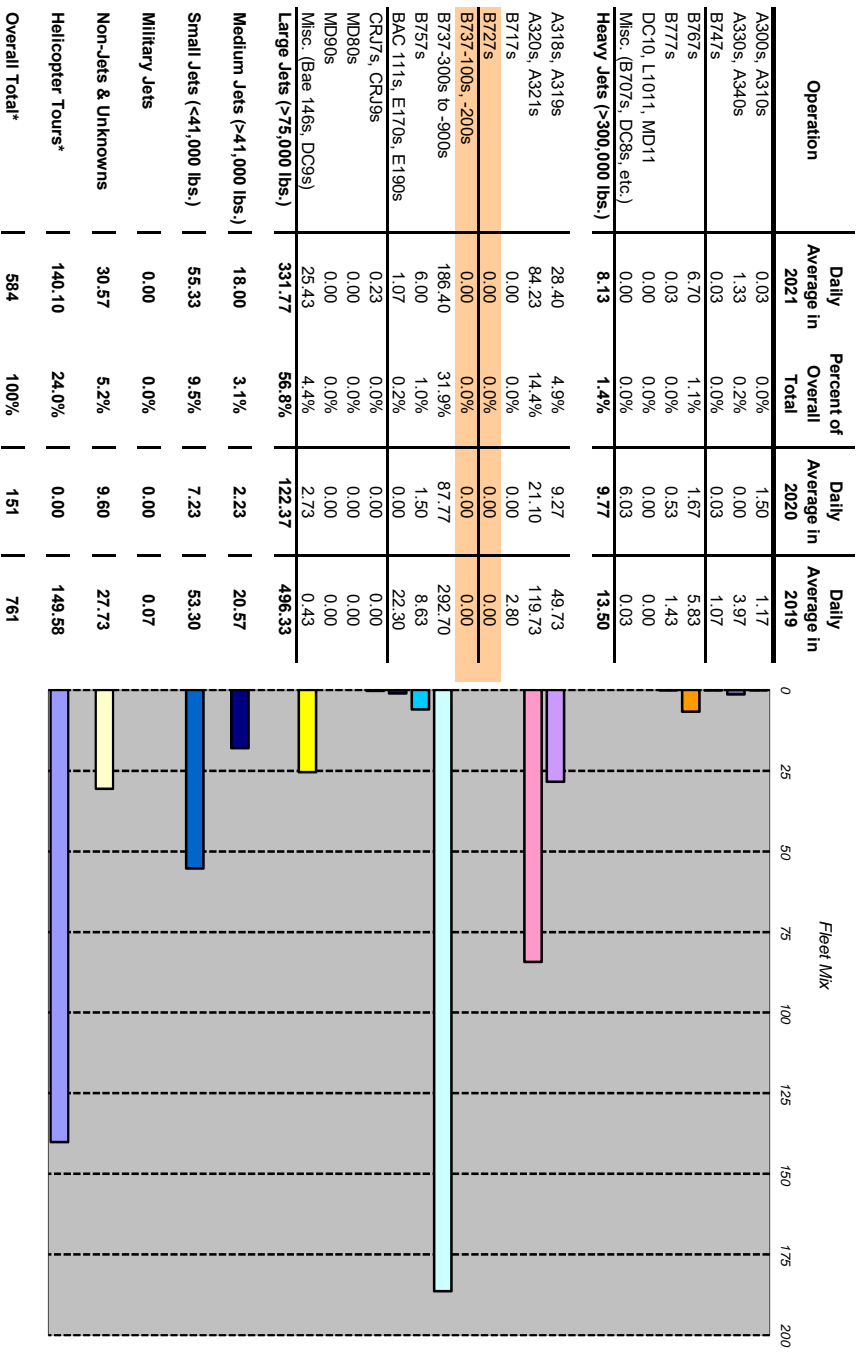
** Aircraft types: All aircraft with a maximum gross take of weight less than 75,000 pounds, excluding helicopters.

Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours* - April 2021



* Helicopter Tours: Note that some operations may originate from facilities besides LAS.

Exhibit 7: LAS Aircraft Arrival Fleet Mix** - April 2021



** Overall Total: Note that operation type and runway use counts are estimated by Harris Corp. EnvironmentalVue Noise and Monitoring Operations system based on radar data. Due to limitations of radar data, information for aircraft weighing less than 75,000 lbs is inexact.

Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - April 2021 to 2019

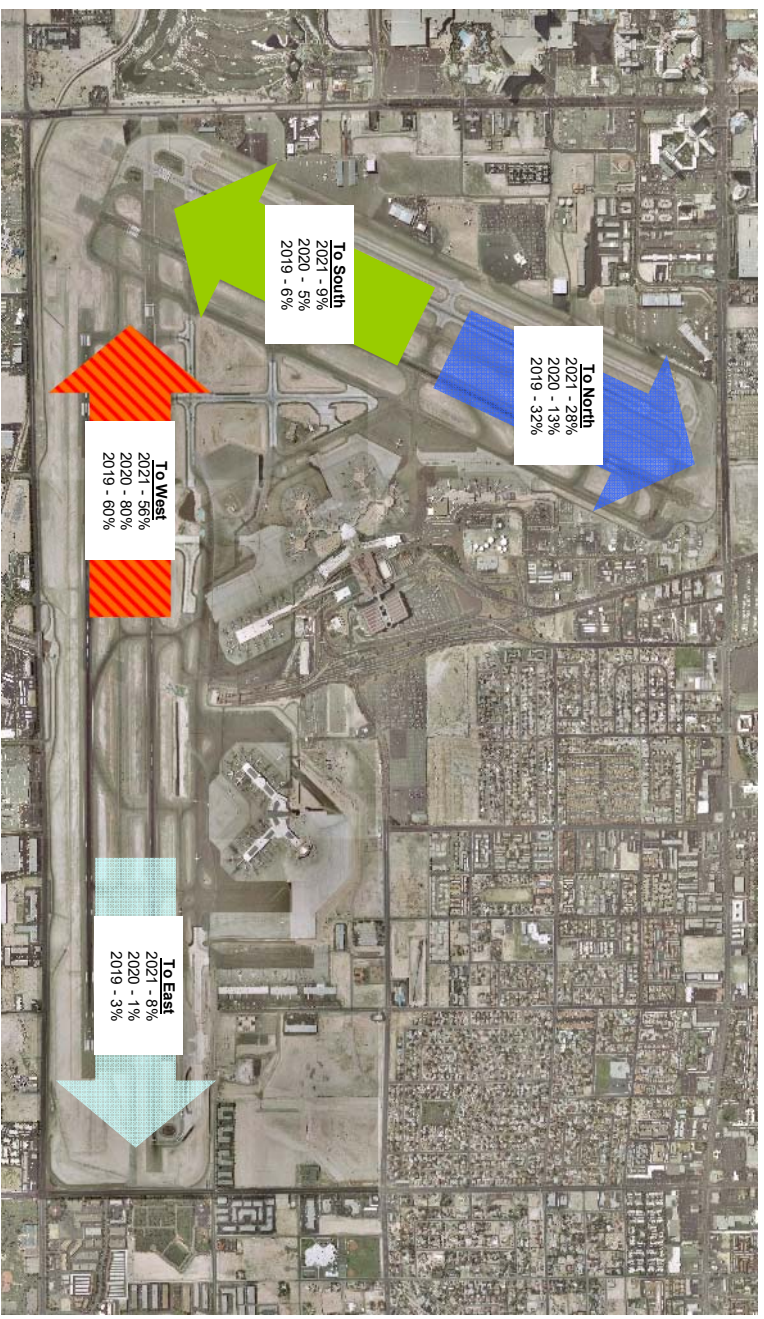
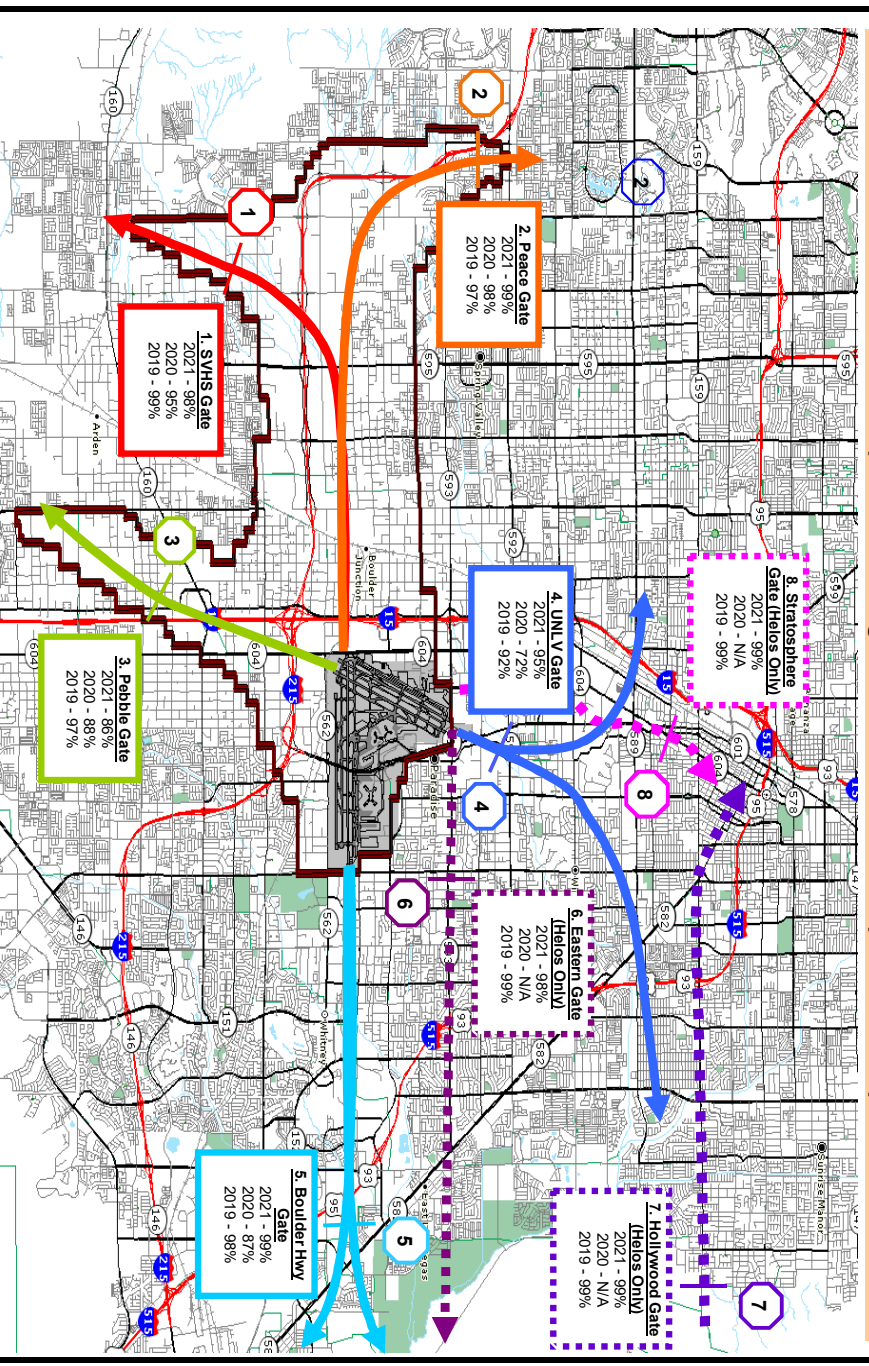


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - April 2021



* Aircraft types: All aircraft with a maximum gross takeoff weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A350, A380, B707, B717, B727, B737, B747, B757, B767, B777, CRJ9, CRJ, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.

Exhibit 10: Land Use Application Reviews & Comments - April 2021

Land Use Application Review Summary		Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
No. of Land Use Applications Reviewed		102	30	41	24	197	160	223
No. of Applications where CCDOA Issued a Comment		3	1	1	0	5	9	13
Percent of Applications where Comment Issued		3%	3%	2%	0%	3%	6%	6%

Exhibit 11: Land Use Application Comments by Airport Concern - April 2021

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Deed Restrictions	0	0	0	0	0	0	0
Height-Penetrates Part 77 100:1 Surfaces/>200' Height-Penetrates Part 77 PATH-C Surfaces*	2	1	1	0	4	3	3
Helipad/Helipad	0	0	0	0	0	0	1
Noisy-Commercial within AEOD**	0	0	0	0	0	0	0
Noisy-Residential within the AEOD**	1	0	0	0	1	1	0
Noisy-Residential Just Outside the AEOD**	1	0	0	0	1	0	0
Misc.-if applicable, detailed info. provided within the written summary	1	1	1	0	3	7	6
Total***	5	2	2	0	9	10	15

* Primary, Approach, Transition, Horizontal, Conical as defined by Federal Aviation Regulation (FAR) Part 77.

**AEOD-Airport Environs Overlay District (defined below).

***Comment Concern totals will not always match Comment Applications total. Some applications are issued more than one type of CCDOA comment.

Exhibit 12: Dwelling Units per Commented Application* - April 2021

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Within the AEOD	4	0	0	0	4	0	0
Just Outside the AEOD	3	105	4	0	112	1,438	657

*Due to high variability in many land use proposals, dwelling units proposed may not reflect actual number of units built. In addition, some projects will require more than one type of application, resulting in the project total counted more than once.

Exhibit 13: Land Use Applications Denied and/or Opposed* - April 2021

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Recommend Denial	0	0	0	0	0	0	0
Opposed at Hearings	0	0	0	0	0	0	0

*If denied or opposed at a hearing, detailed information provided within the written summary portion.

Exhibit 14: Airport Environs Overlay Districts & Noisy Comments - Valley Wide - April 2021

AEOD - Airport Environs Overlay Districts - Noise Contours
Clark County Code (CCC) 30.48.010. The AEOD is established to:

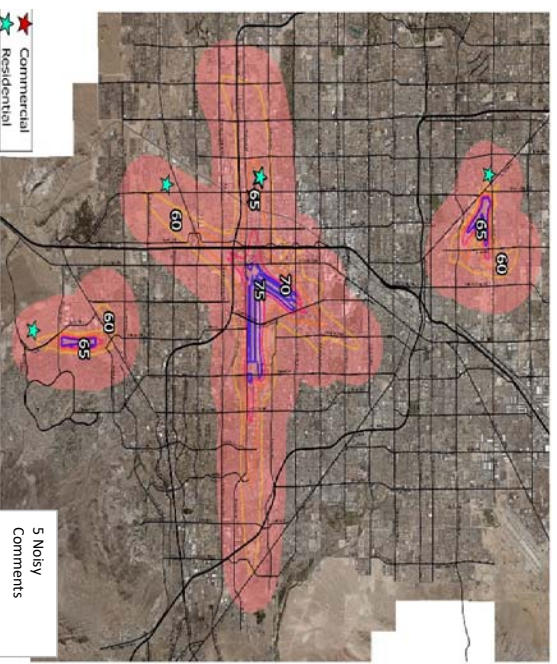
1. Provide for a range of uses compatible with airport hazard and noise exposure areas.
2. Prohibit the development of incompatible uses that are detrimental to the general health, safety, and welfare.
3. Require noise attenuated construction, as indicated by Table 30.48-AE. In accordance with the noise attenuation construction standards of Chapter 22.22 of the CCC, within these airport environs. The regulations of the AEOD shall supersede the regulations of the underlying district if there is a conflict.
4. Comply with the Federal Aviation Administration regulations.

2008-Most recent update to the AEOD in CCC, updated the AEOD for McCarran (LAS) and added an AEOD to the North Las Vegas Airport (VGT) and the Henderson Executive Airport (HND).

2011-AEOD adopted by the cities of North Las Vegas and Henderson.

The AEOD has not been formally adopted by the City of Las Vegas. Only a small, already developed portion of the VGT AEOD lies within the incorporated City of Las Vegas boundaries.

Salmon color indicates a 1 mile zone outside the AEOD.



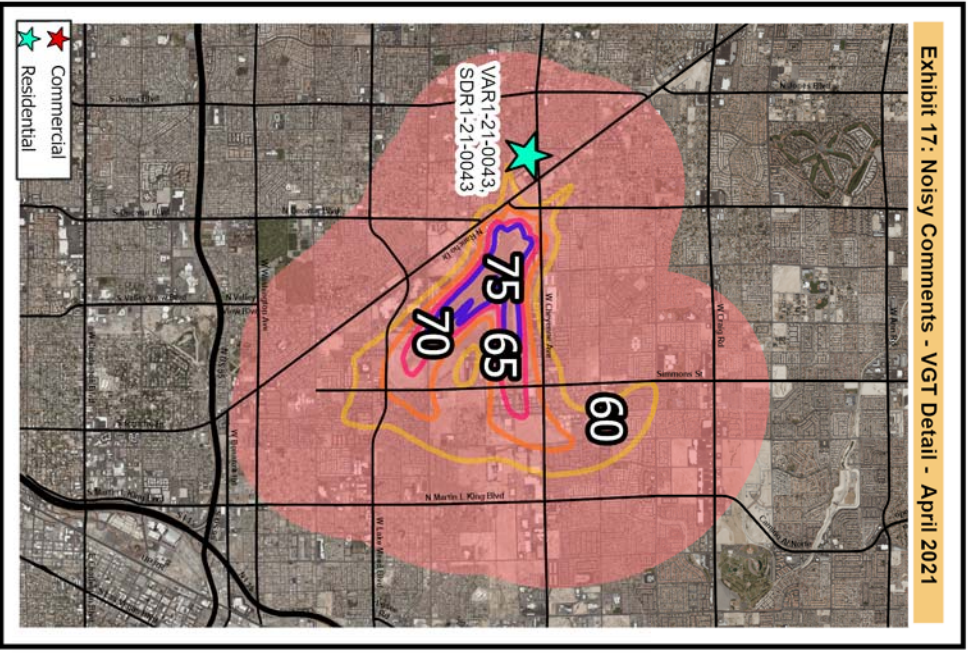
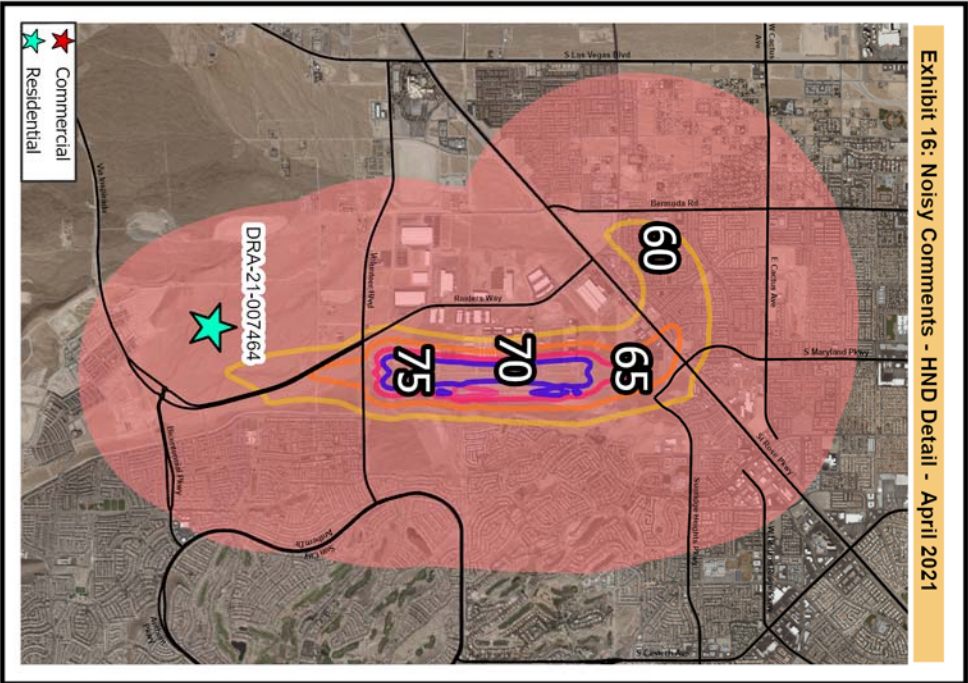
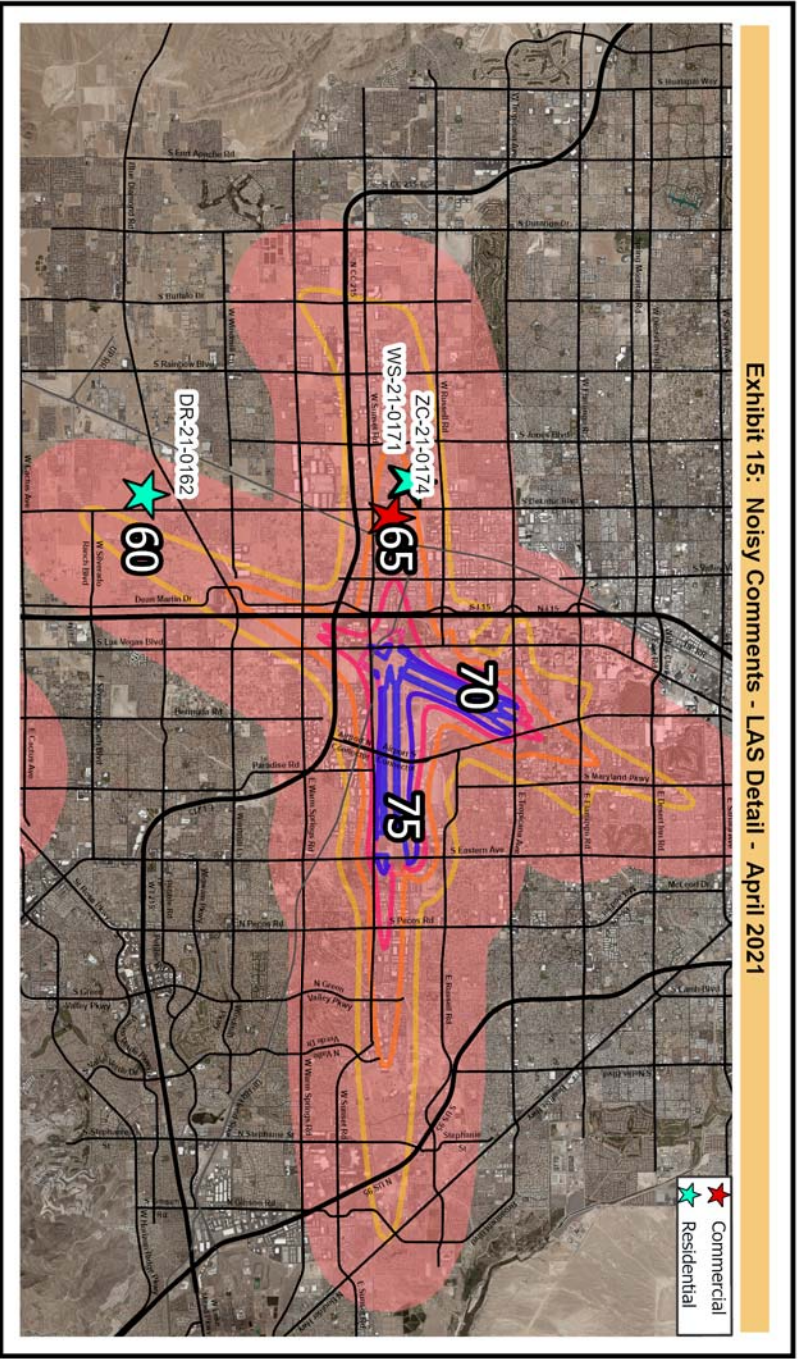
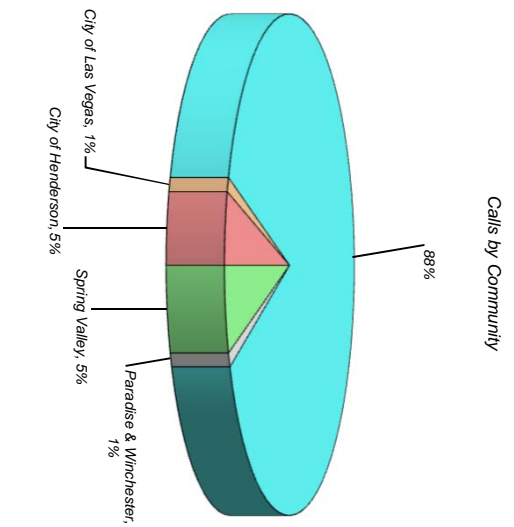


Exhibit 1: Noise Complaint Calls by Community* - May 2021

Community	No. of Calls in 2021	No. of Callers in 2021	No. of Calls in 2020	No. of Calls in 2019
City of Boulder City	5	1	1	9
City of Henderson	1	1		2
City of Las Vegas				
City of North Las Vegas				
Enterprise	93	10	4	10
Lone Mountain				
Paradise & Winchester	1	1	1	13
Spring Valley	6	3	18	74
Summerlin South				
Sunrise Manor				1
Whitney				
Location unknown				
Overall Total	106	16	24	109



Difference between 2021 and 2020 Total Calls: **342%**
 Difference between 2021 and 2019 Total Calls: **-3%**

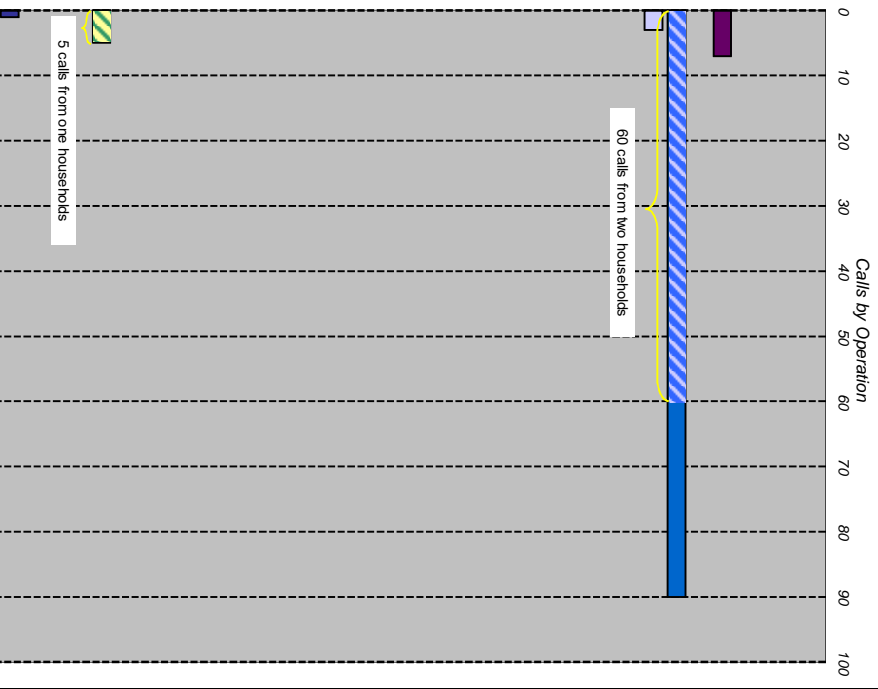
Average Number of Calls per Caller: **6.6**

Most calls received from one household: **34**

* See map on reverse side for community boundaries and location of known noise complaints.

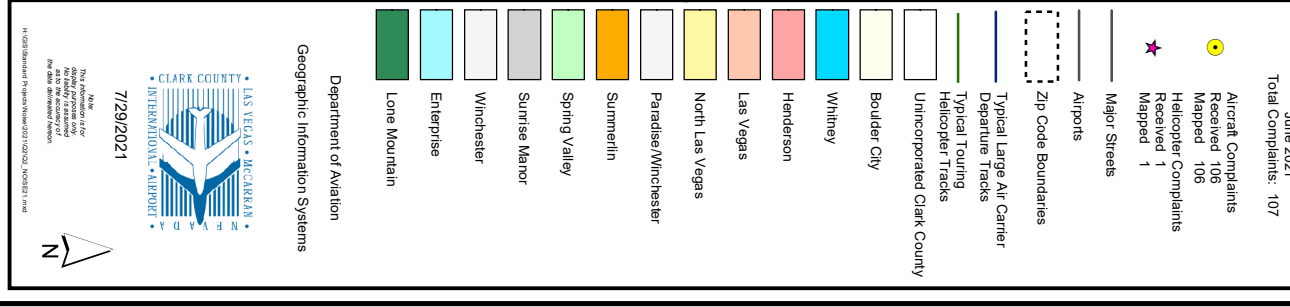
Exhibit 2: Noise Complaint Calls by Type of Operation - May 2021

Operation	No. of Calls in 2021	Percent of Overall Total	No. of Calls in 2020	No. of Calls in 2019
LAS 01R/L Arrivals				3
LAS 08R/L Arrivals				
LAS 19R/L Arrivals				
LAS 26R/L Arrivals			3	6
LAS 01R/L Departures	7	6.6%	16	44
LAS 08R/L Departures				
LAS 19R/L Departures	90	84.9%		1
LAS 26R/L Departures	3	2.8%	3	47
LAS Run-ups				
LAS GA				
LAS Other				
LAS Total	100	94.3%	22	101
VGT 07 Arrivals				
VGT 12R/L Arrivals				
VGT 25 Arrivals				
VGT 30R/L Arrivals				
VGT 07 Departures				
VGT 12R/L Departures				
VGT 25 Departures				
VGT 30R/L Departures				
VGT Run-ups				
VGT GA				6
VGT Other				
VGT Total	0	0.0%	0	6
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	5	4.7%	2	
HND Other				
HND Total	5	4.7%	2	0
Helicopters**	1	0.9%		2
Overall Total	106	100%	24	109



** Note that helicopter noise complaints are not tied to a specific facility since the operation cannot always be associated to a specific airport. Additionally, helicopter calls do not include those associated with operations conducted by the Metropolitan Police Department or those associated with operations conducted at non-DOA facilities.

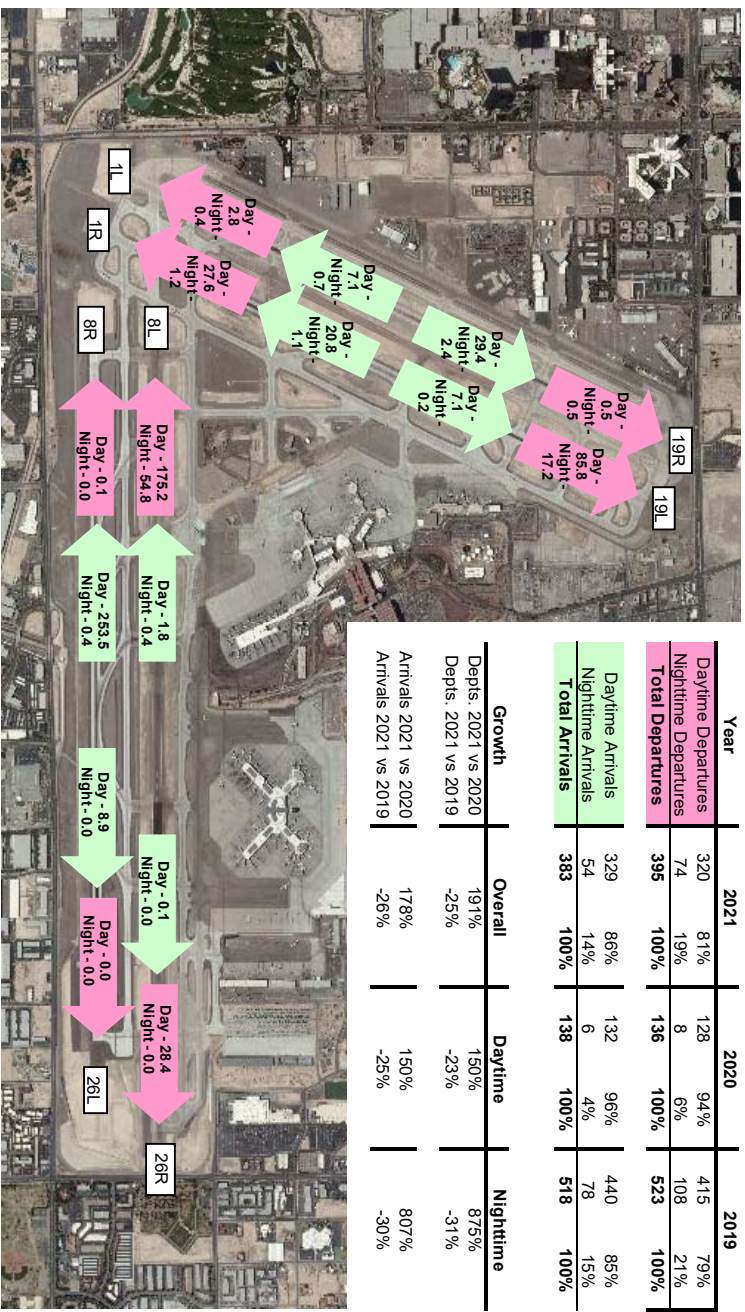
Legend



Note
This information is for
editorial purposes only.
No reply is expected
or to be received.
The data described herein.

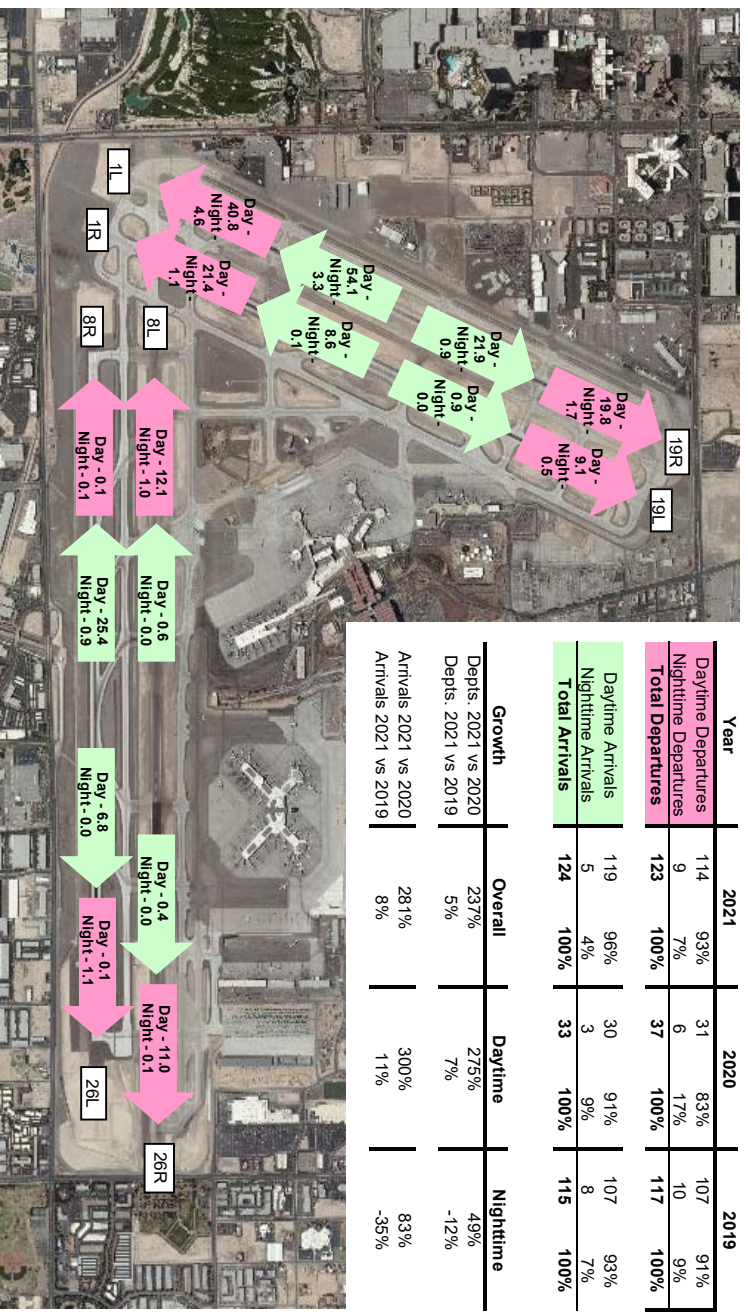


Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft - May 2021**



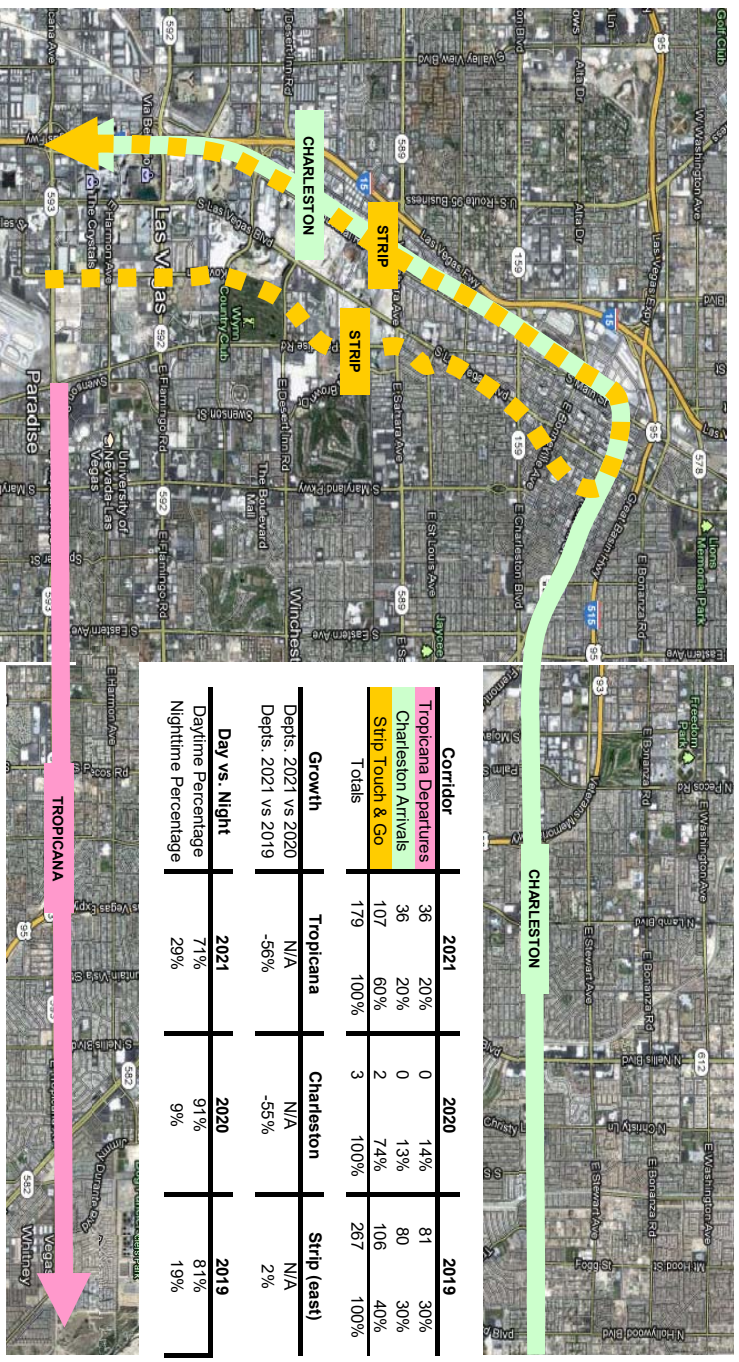
* Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A340, B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HAAT, L1011, MD80, MD90, MD10, MD11, VC10.

Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft - May 2021**



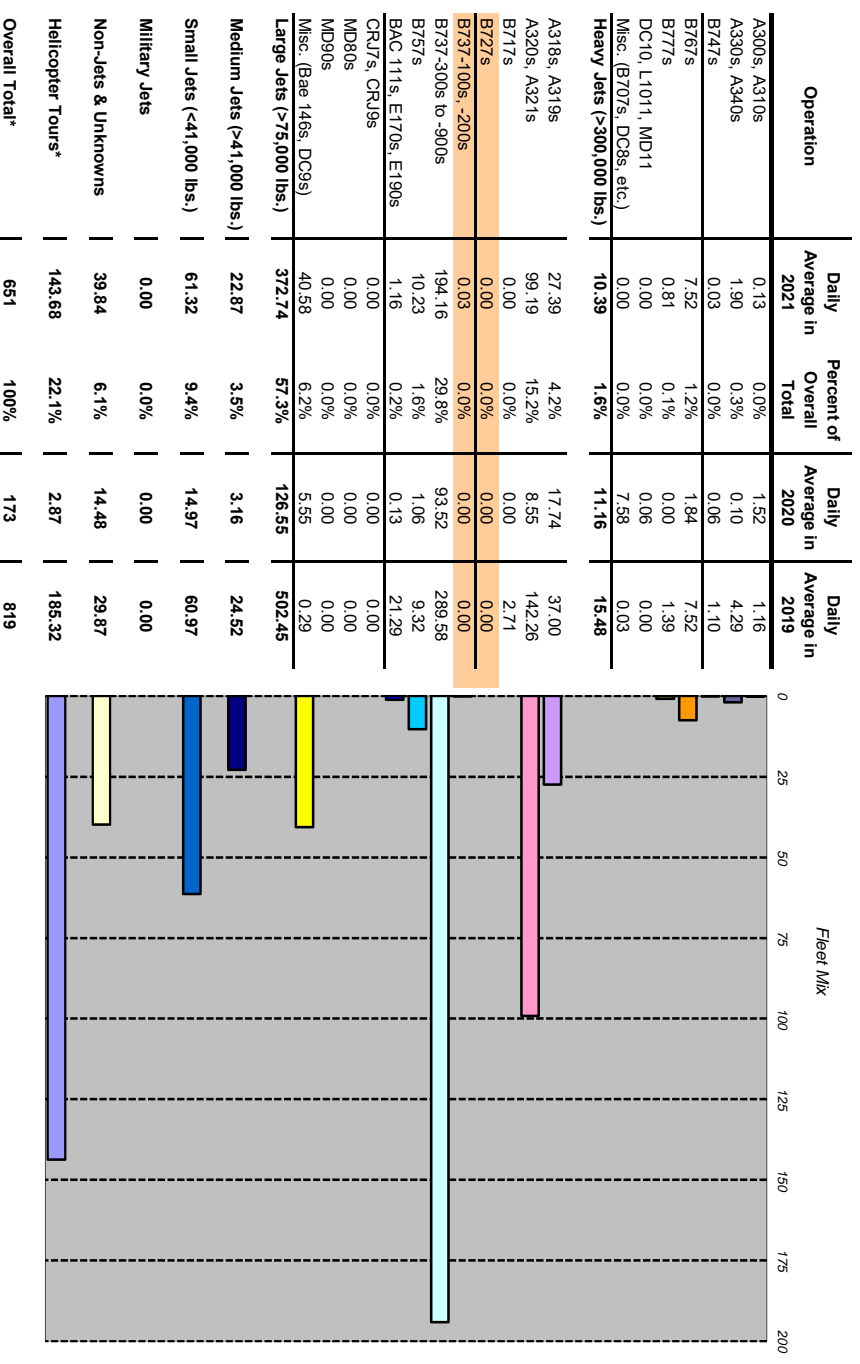
** Aircraft types: All aircraft with a maximum gross take of weight less than 75,000 pounds, excluding helicopters.

Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours* - May 2021



* Helicopter Tours: Note that some operations may originate from facilities besides LAS.

Exhibit 7: LAS Aircraft Arrival Fleet Mix** - May 2021



** Overall Total: Note that operation type and runway use counts are estimated by Harris Corp. EnvironmentalVue Noise and Monitoring Operations system based on radar data. Due to limitations of radar data, information for aircraft weighing less than 75,000 lbs is inexact.

Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - May 2021 to 2019

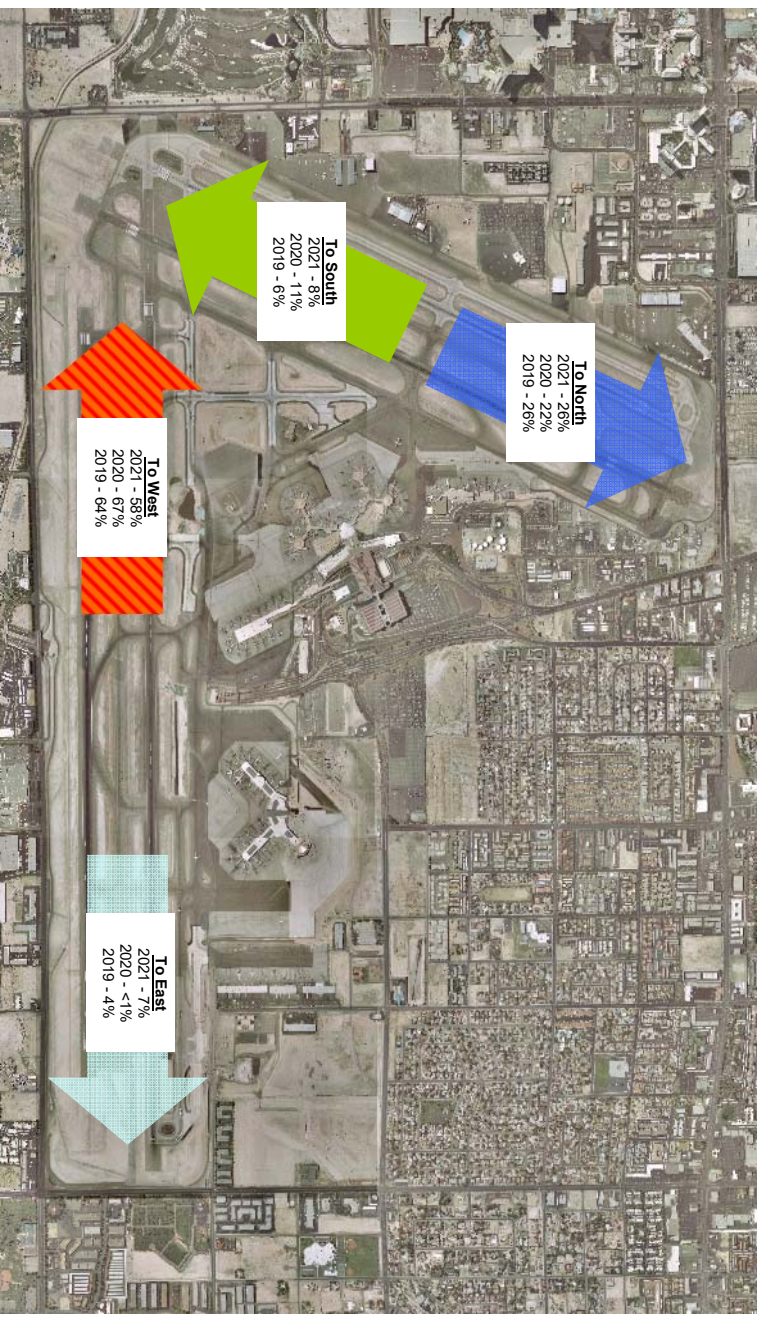
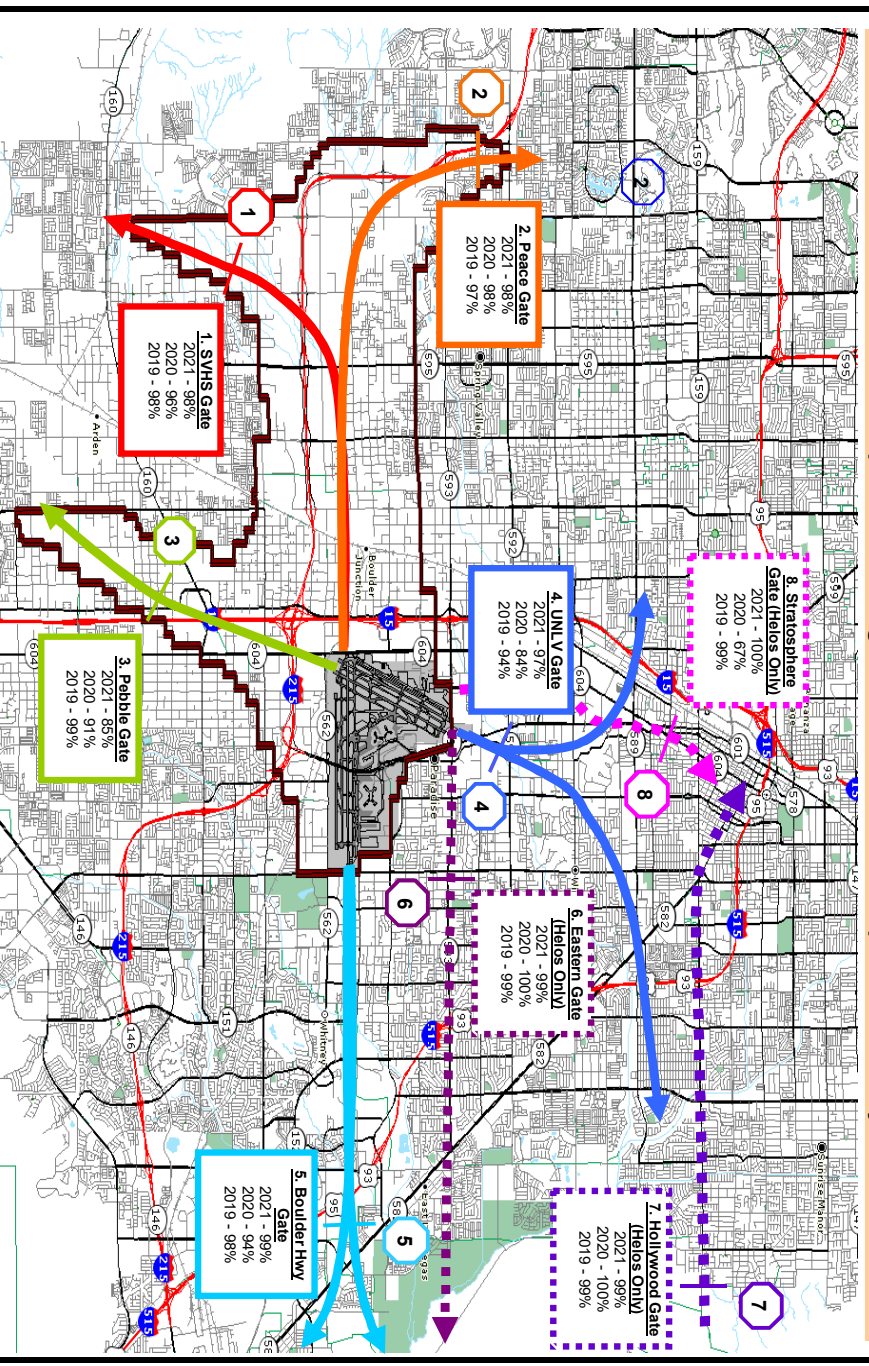


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - May 2021



* Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.

Exhibit 10: Land Use Application Reviews & Comments - May 2021

Land Use Application Review Summary		Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
No. of Land Use Applications Reviewed		147	54	31	16	248	145	382
No. of Applications where CCDOA Issued a Comment		16	7	0	2	25	4	18
Percent of Applications where Comment Issued		11%	13%	0%	13%	10%	3%	5%

Exhibit 11: Land Use Application Comments by Airport Concern - May 2021

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Deed Restrictions	0	0	0	0	0	0	1
Height-Penetrates Part 77 100:1 Surfaces>200'	5	6	0	0	11	3	7
Height-Penetrates Part 77 PATH-C Surfaces*	0	0	0	0	0	0	0
Helipad/Helipad	0	0	0	0	0	1	0
Noisy-Commercial within AEOD**	1	0	0	0	1	0	2
Noisy-Residential within the AEOD**	0	0	0	0	0	0	2
Noisy-Residential Just Outside the AEOD**	12	2	0	2	16	1	9
Misc.-if applicable, detailed info. provided within the written summary	0	0	0	0	0	1	0
Total***	18	8	0	2	28	5	21

* Primary, Approach, Transition, Horizontal, Conical as defined by Federal Aviation Regulation (FAR) Part 77.

**AEOD-Airport Environs Overlay District (defined below).

***Comment Concern totals will not always match Comment Applications total. Some applications are issued more than one type of CCDOA comment.

Exhibit 12: Dwelling Units per Commented Application* - May 2021

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Within the AEOD	0	0	0	unknown	0	0	348
Just Outside the AEOD	1,658	572	0	unknown	2,230	239	1,798

*Due to high variability in many land use proposals, dwelling units proposed may not reflect actual number of units built. In addition, some projects will require more than one type of application, resulting in the project total counted more than once.

Exhibit 13: Land Use Applications Denied and/or Opposed* - May 2021

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Recommend Denial	0	0	0	0	0	0	1
Opposed at Hearings	0	0	0	0	0	0	0

*If denied or opposed at a hearing, detailed information provided within the written summary portion.

Exhibit 14: Airport Environs Overlay Districts & Noisy Comments - Valley Wide - May 2021

AEOD - Airport Environs Overlay Districts - Noise Contours
Clark County Code (CCC) 30.48.010. The AEOD is established to:

1. Provide for a range of uses compatible with airport hazard and noise exposure areas.
2. Prohibit the development of incompatible uses that are detrimental to the general health, safety, and welfare.
3. Require noise attenuated construction, as indicated by Table 30.48-AE, in accordance with the noise attenuation construction standards of Chapter 22.22 of the CCC, within these airport environs. The regulations of the AEOD shall supersede the regulations of the underlying district if there is a conflict.
4. Comply with the Federal Aviation Administration regulations.

2008-Most recent update to the AEOD in CCC, updated the AEOD for McCarran (LAS), and added an AEOD to the North Las Vegas Airport (VGT) and the Henderson Executive Airport (HND).

2011-AEOD adopted by the cities of North Las Vegas and Henderson.

The AEOD has not been formally adopted by the City of Las Vegas. Only a small, already developed portion of the VGT AEOD lies within the incorporated City of Las Vegas boundaries.

Salmon color indicates a 1 mile zone outside the AEOD.

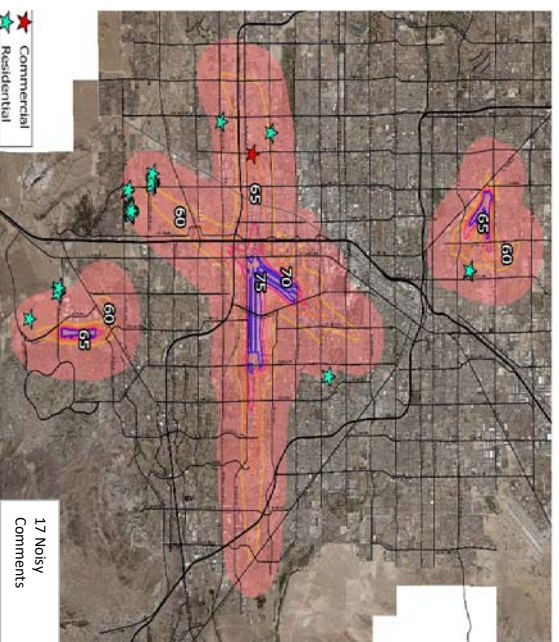
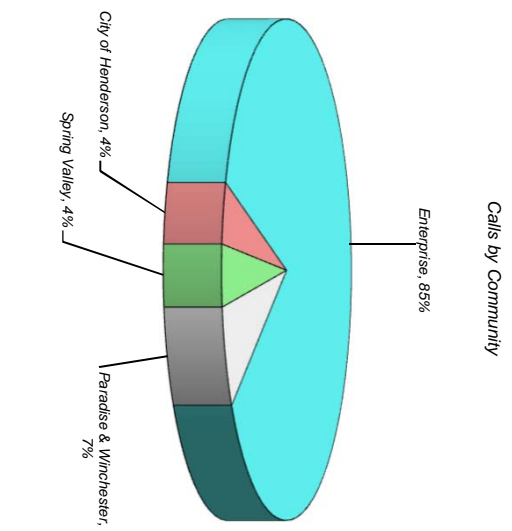


Exhibit 1 : Noise Complaint Calls by Community* - June 2021

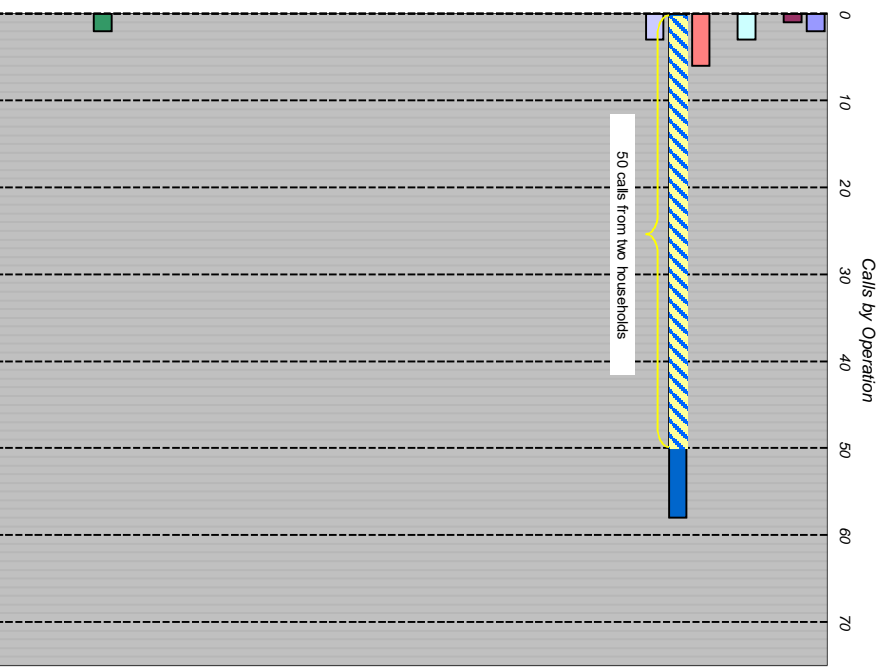
Community	No. of Calls in 2021	No. of Callers in 2021	No. of Calls in 2020	No. of Calls in 2019
City of Boulder City				
City of Henderson	3	3	3	8
City of Las Vegas			1	1
City of North Las Vegas			1	
Enterprise	64	9	14	1
Lone Mountain				
Paradise & Winchester	5	4	1	1
Spring Valley	3	3	4	59
Summerlin South				
Sunrise Manor				
Whitney				
Location unknown				
Overall Total	75	19	23	70



* See map on reverse side for community boundaries and location of known noise complaints.

Exhibit 2: Noise Complaint Calls by Type of Operation - June 2021

Operation	No. of Calls in 2021	Percent of Overall Total	No. of Calls in 2020	No. of Calls in 2019
LAS 01R/L Arrivals	2	2.7%		1
LAS 08R/L Arrivals	1	1.3%		
LAS 19R/L Arrivals				
LAS 26R/L Arrivals	3	4.0%	14	
LAS 01R/L Departures			5	17
LAS 08R/L Departures	6	8.0%		3
LAS 19R/L Departures	58	77.3%		
LAS 26R/L Departures	3	4.0%		45
LAS Run-ups				
LAS GA				
LAS Other				
LAS Total	73	97.3%	19	66
VGT 07 Arrivals				
VGT 12R/L Arrivals				
VGT 25 Arrivals				
VGT 30R/L Arrivals				
VGT 07 Departures				
VGT 12R/L Departures				
VGT 25 Departures				
VGT 30R/L Departures				
VGT Run-ups				
VGT GA		0.0%	1	
VGT Other				
VGT Total	0	0.0%	1	0
HND 17R/L Arrivals				
HND 35R/L Arrivals				
HND 17R/L Departures				
HND 35R/L Departures				
HND Run-ups				
HND GA	2	2.7%	3	2
HND Other				
HND Total	2	2.7%	3	2
Helicopters**	0	0.0%		2
Overall Total	75	100%	23	70



** Note that helicopter noise complaints are not tied to a specific facility since the operation cannot always be associated to a specific airport. Additionally, helicopter calls do not include those associated with operations conducted by the Metropolitan Police Department or those associated with operations conducted at non-DOA facilities.

Legend

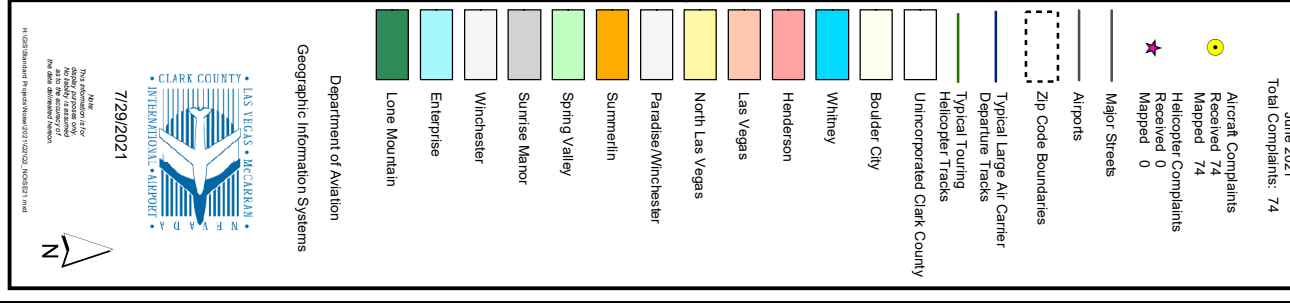
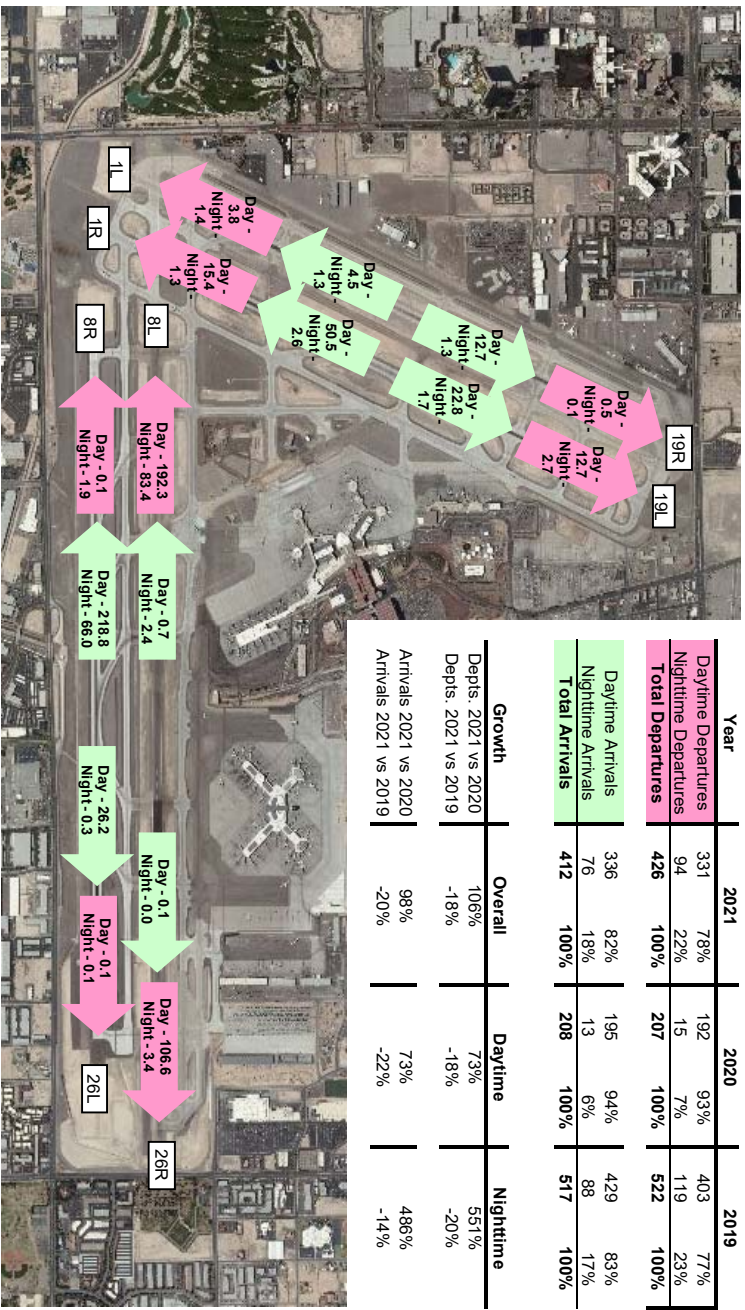
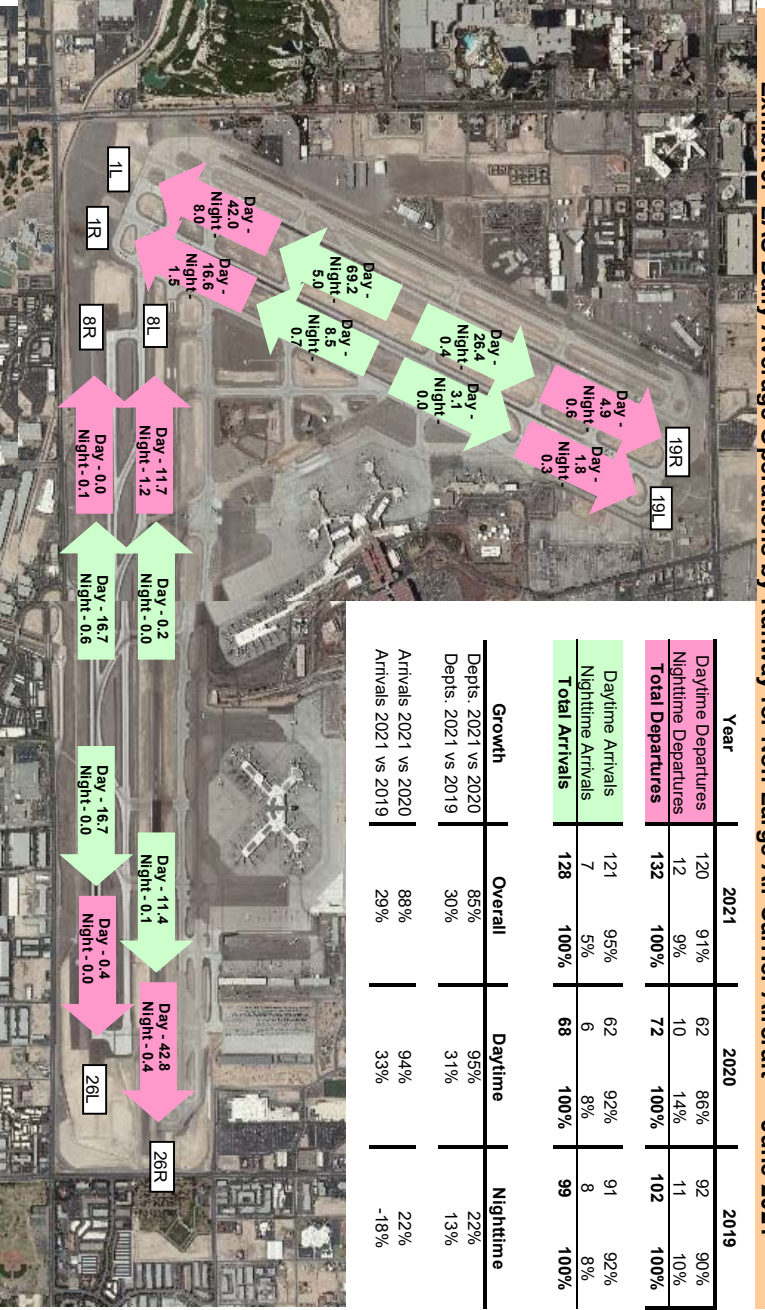


Exhibit 4: LAS Daily Average Operations Runway for Large Air Carrier Aircraft - June 2021**



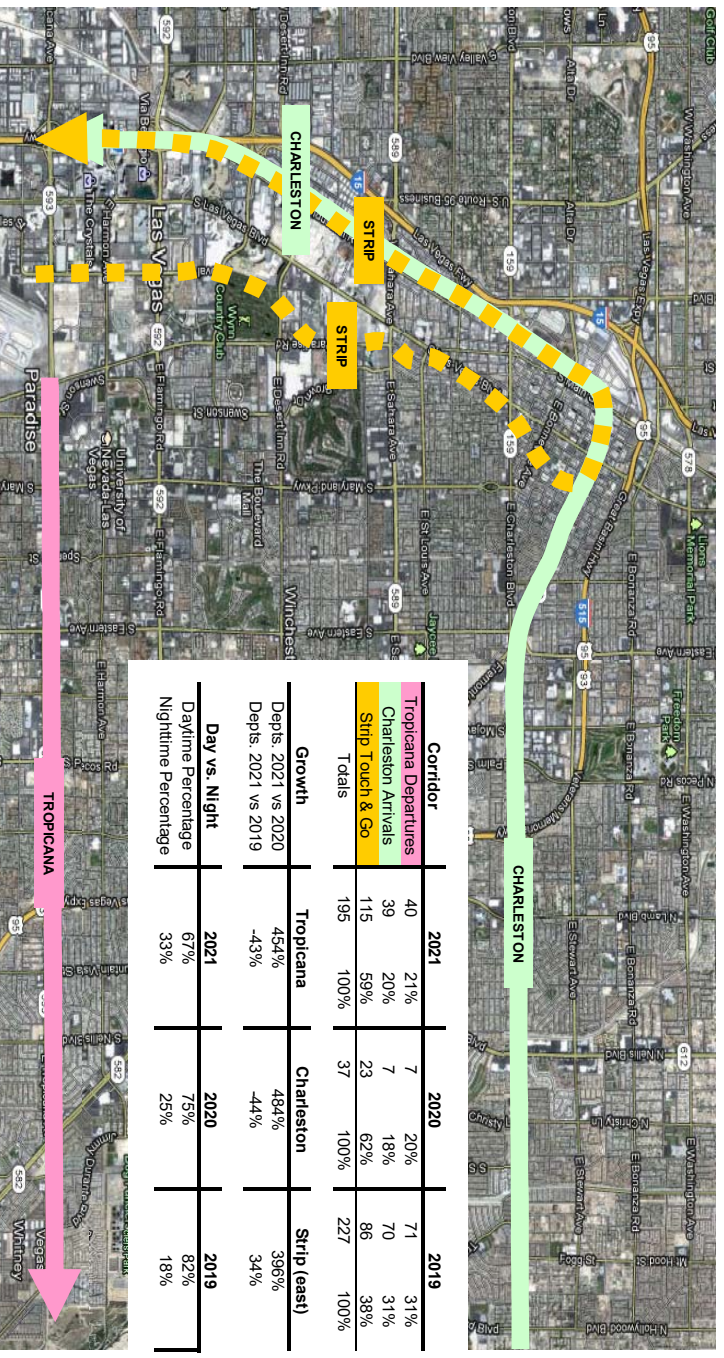
* Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A340, B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HAAT, L1011, MD80, MD90, MD10, MD11, VC10.

Exhibit 5: LAS Daily Average Operations by Runway for Non-Large Air Carrier Aircraft - June 2021**



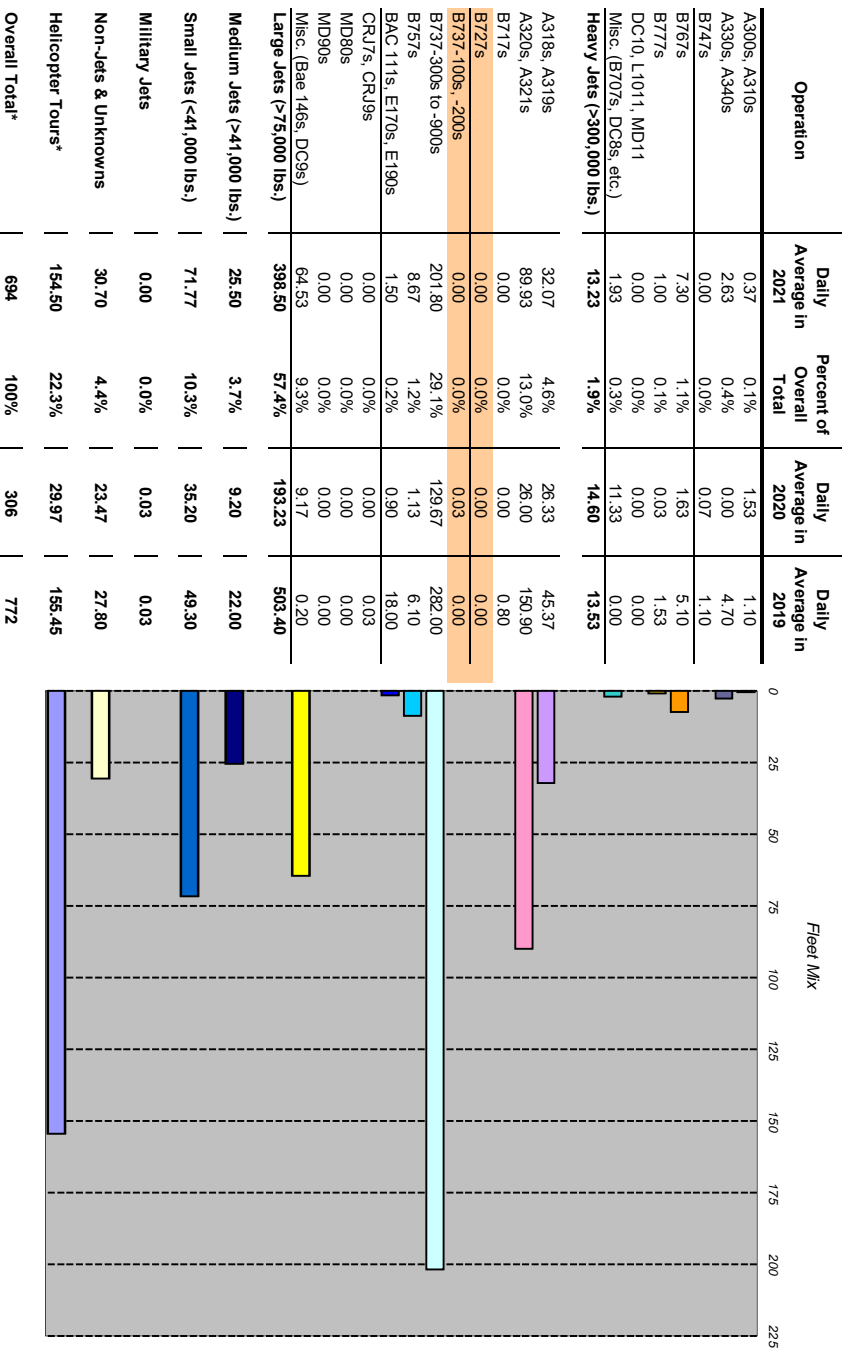
** Aircraft types: All aircraft with a maximum gross take of weight less than 75,000 pounds, excluding helicopters.

Exhibit 6: LAS Daily Average Operations by Corridor for Helicopter Tours* - June 2021



* Helicopter Tours: Note that some operations may originate from facilities besides LAS.

Exhibit 7: LAS Aircraft Arrival Fleet Mix** - June 2021



** Overall Total: Note that operation type and runway use counts are estimated by Harris Corp. EnvironmentalVue Noise and Monitoring Operations system based on radar data. Due to limitations of radar data, information for aircraft weighing less than 75,000 lbs is inexact.

Exhibit 8: LAS General Departure Direction for Large Air Carrier Aircraft* - June 2021 to 2019

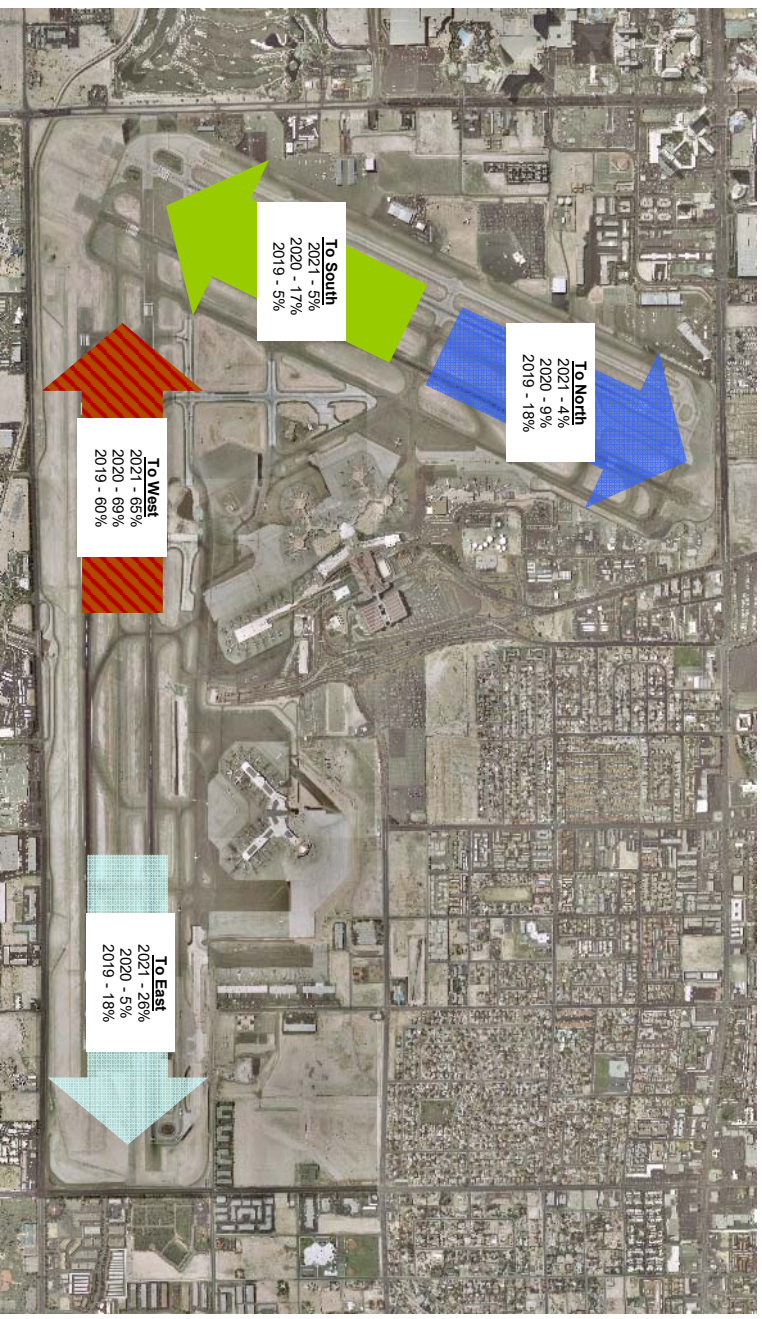
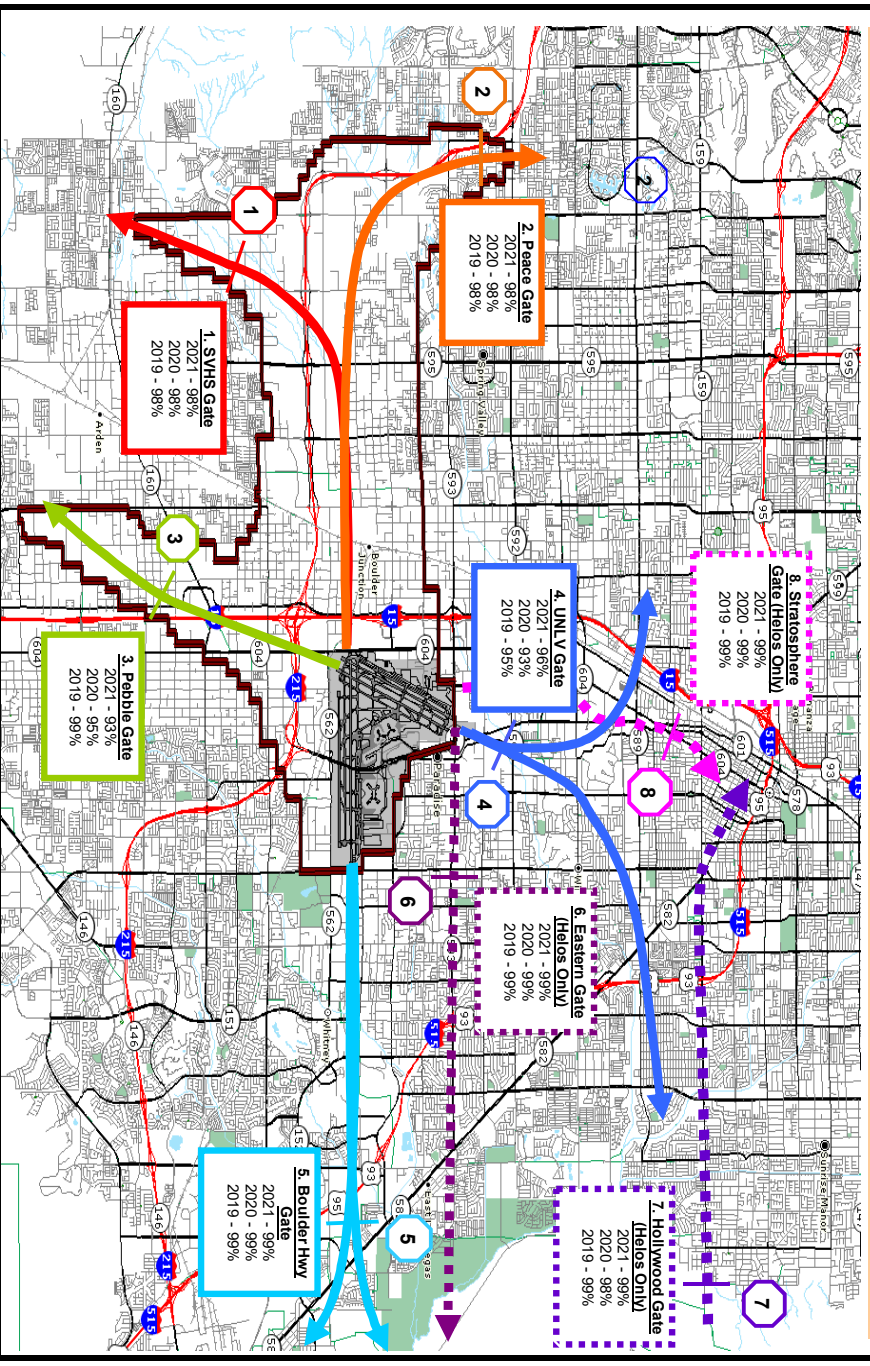


Exhibit 9: "Gate" Compliance for Large Aircraft* & LAS Helicopter Tours - June 2021



* Aircraft types: All aircraft with a maximum gross take of weight of at least 75,000 pounds, including but not limited to, A306, A310, A311, A318, A319, A320, A330, A B707, B717, B727, B737, B747, B757, B767, B777, CRJ7, CRJ9, DC8, DC9, DC10, E170, E190, HA4T, L1011, MD80, MD90, MD10, MD11, VC10.

Exhibit 10: Land Use Application Reviews & Comments - June 2021

Land Use Application Review Summary		Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
No. of Land Use Applications Reviewed		105	77	47	12	241	174	231
No. of Applications where CCDOA Issued a Comment		3	7	2	0	12	11	20
Percent of Applications where Comment Issued		3%	9%	4%	0%	5%	6%	9%

Exhibit 11: Land Use Application Comments by Airport Concern - June 2021

Summary by Comment Type	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Deed Restrictions	0	0	0	0	0	4	1
Height-Penetrates Part 77 100:1 Surfaces>200'	1	4	2	0	7	1	11
Height-Penetrates Part 77 PATH-C Surfaces*	0	0	0	0	0	0	0
Helipad/Helipad	0	0	0	0	0	0	0
Noisy-Commercial within AEOD**	0	1	0	0	1	0	4
Noisy-Residential within the AEOD**	0	1	0	0	1	1	1
Noisy-Residential Just Outside the AEOD**	2	3	0	0	5	2	10
Misc.-If applicable, detailed info. provided within the written summary	0	0	0	0	0	8	0
Total***	3	9	2	0	14	15	27

* Primary, Approach, Transition, Horizontal, Conical as defined by Federal Aviation Regulation (FAR) Part 77.

**AEOD-Airport Environs Overlay District (defined below).

***Comment Concern totals will not always match Comment Applications total. Some applications are issued more than one type of CCDOA comment.

Exhibit 12: Dwelling Units per Commented Application* - June 2021

Dwelling Units Proposed in Commented Applications	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Within the AEOD	0	166	0	0	166	134	4
Just Outside the AEOD	598	481	0	0	1,079	1,714	1,956

*Due to high variability in many land use proposals, dwelling units proposed may not reflect actual number of units built. In addition, some projects will require more than one type of application, resulting in the project total counted more than once.

Exhibit 13: Land Use Applications Denied and/or Opposed* - June 2021

Summary of LUA Opposed	Clark County	City of Henderson	City of Las Vegas	City of North Las Vegas	2021 Total	2020 Total	2019 Total
Recommend Denial	0	0	0	0	0	2	0
Opposed at Hearings	0	0	0	0	0	0	0

*If denied or opposed at a hearing, detailed information provided within the written summary portion.

Exhibit 14: Airport Environs Overlay Districts & Noisy Comments - Valley Wide - June 2021

AEOD - Airport Environs Overlay Districts - Noise Contours
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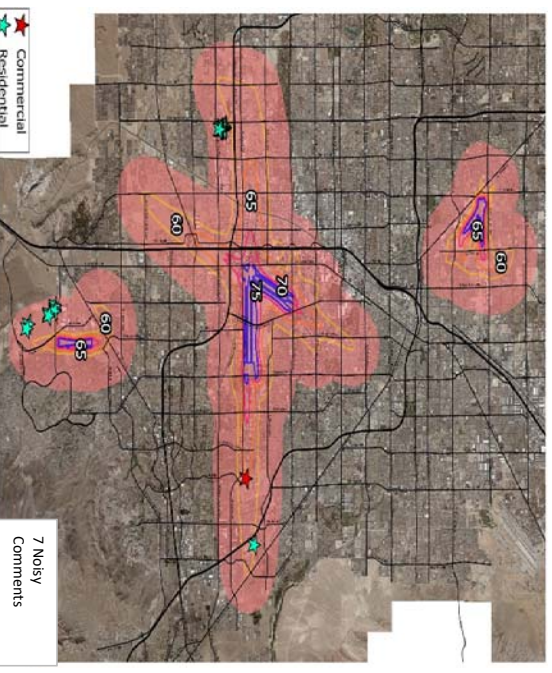


Exhibit 15: Noisy Comments - LAS Detail - June 2021

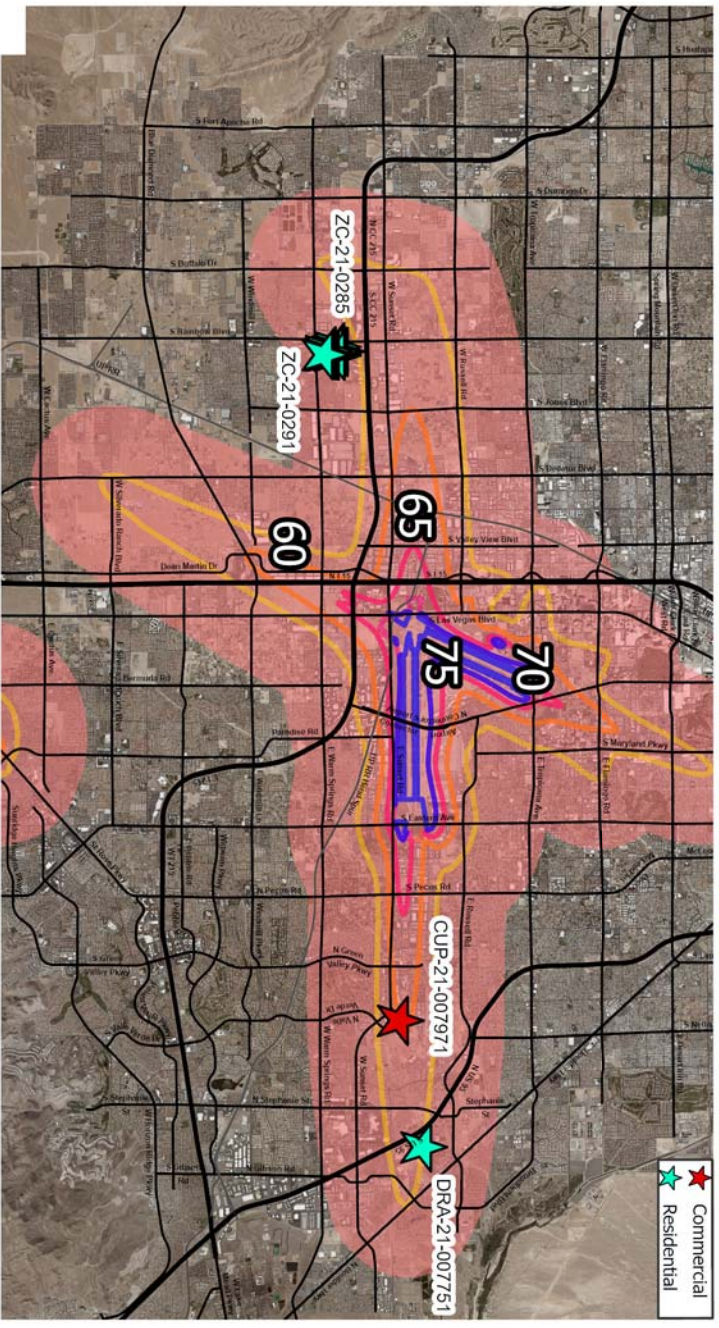


Exhibit 16: Noisy Comments - HND Detail - June 2021

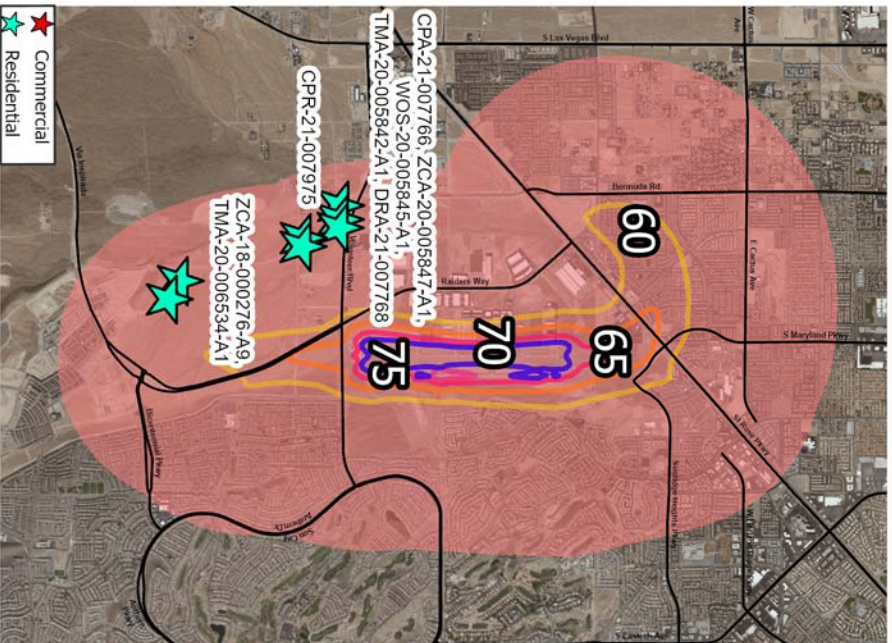


Exhibit 17: Noisy Comments - VGT Detail - June 2021

